RAILROAD MAGAZINE

APRIL, 1965 50¢

Beyond Ozumba's stone bridge we see steam still operating on the narrow-gage line of the National Railways of Mexico.

THE FAST SILK TRAINS

They Were Given Rights Over Everything — *by Freeman Hubbard*

Adventurous Railroading and Rail Hobbies

Has shop in basement—gets "more and more work all along"

"I HAD PRACTICALLY no knowledge of any kind of repair work. One day I saw the ad of NRI in a magazine and thought it would be a good way to make money in my spare time. Now I am busy almost all my spare time and my day off—and have more and more repair work coming in all along. I have my shop in the basement of my home."

—JOHN D. PETTIS,
172 N. Fulton, Bradley, Illinois

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- ☐ **START SMALL – GROW BIG.** You can start out in your own basement or garage, in spare time. Gradually expand until you open your own shop.
- ☐ **NO NEED TO RISK YOUR SAVINGS.** Many businesses require a sizable investment. But here you can build up a following of customers *first*, then open a full-time shop if you wish to.
- ☐ **EARN $3 TO $5 PER HOUR.** Fixing appliances is a high-paying skill because the demand for trained men is so great.
- ☐ **ENJOY SEMI-RETIREMENT ON A GOOD INCOME.** When you're ready to retire, you can devote a few hours a day to this work. Live and work anywhere you please.
- ☐ **NO PREVIOUS EXPERIENCE OR TRAINING NEEDED.** We tell you and show you everything you need to know, in plain English and clear pictures.

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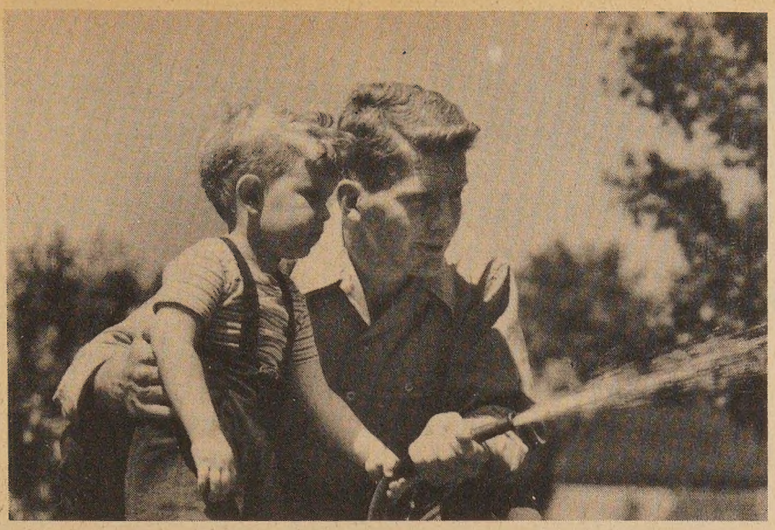

This man is a "security risk"!

Age, 29. Married. Two children. High school education. Active in lodge, church, veterans' organization. Employed by large manufacturing concern. Earns $95 a week.

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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ILLUSTRATED FEATURES

The Fast Silk Trains ..... Freeman Hubbard 13
Interesting Railfans No. 28: Ward Kimball 25
Steam Engines and Zero ..... James M. Fabian 34
Steam Railroading in Old Mexico *(photographs)* 38
Rosters: Shortlines of Kentucky ..... Sy Reich 52
Narrow-Gauge in the Big Woods *(photographs)* 62

FICTION

Seniority Rights *(a Railroad classic)* ..... Bill McCarty 46

SHORT HAULS

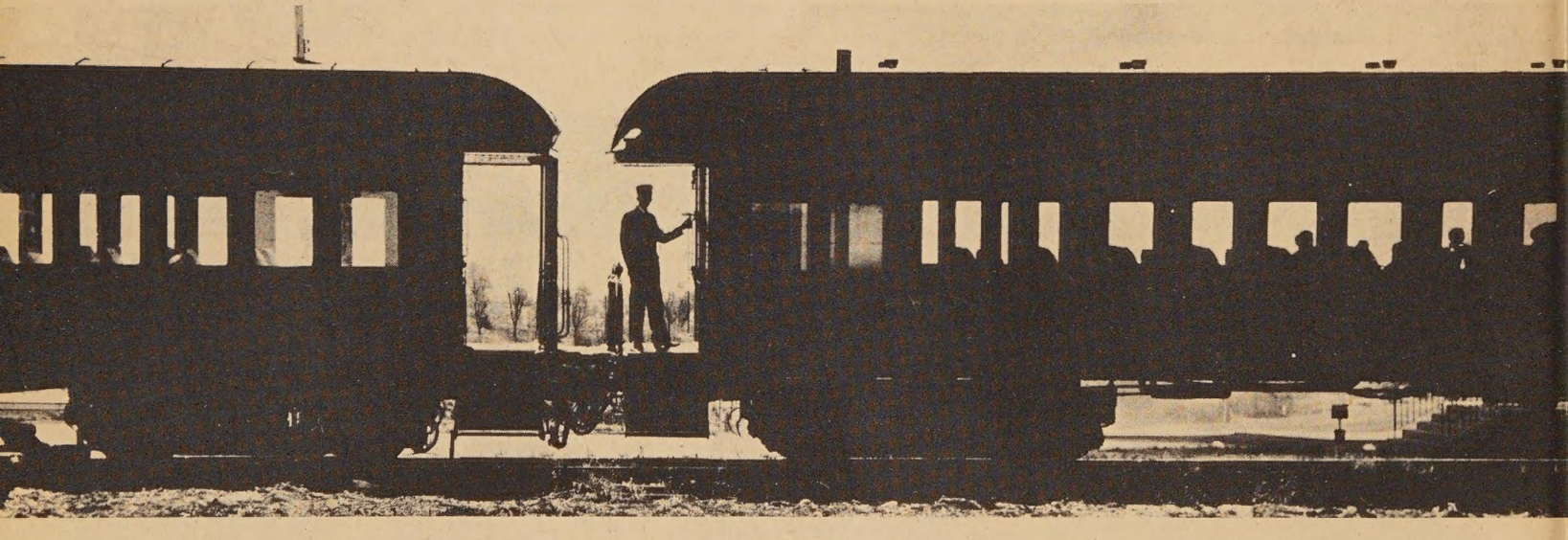
Rosters: Shortlines of Kansas ..... Sy Reich 36
Along the Iron Pike *(pictorial)* ..... Joe Easley 37
Maine Central Locomotive Roster ..... Sy Reich 49

DEPARTMENTS

The Mail Car 6
Transit Topics 40
Books of the Rails 50
Information Booth 54
Railroad Hobby Club 58
The Switch List 64

Silhouette: steam train in the foothills of the Catskills operated by Empire State Railway Museum over M&NJ trackage.

John C. Stellwagen
Goshen, N.Y.



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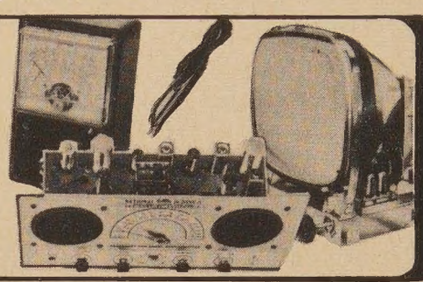

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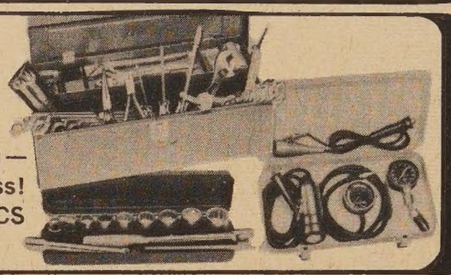

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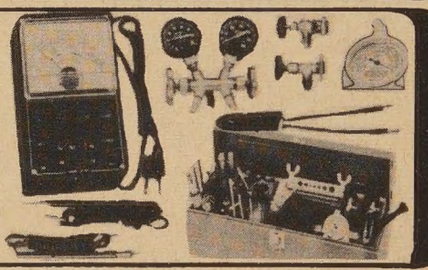

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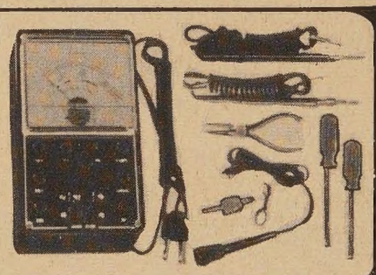

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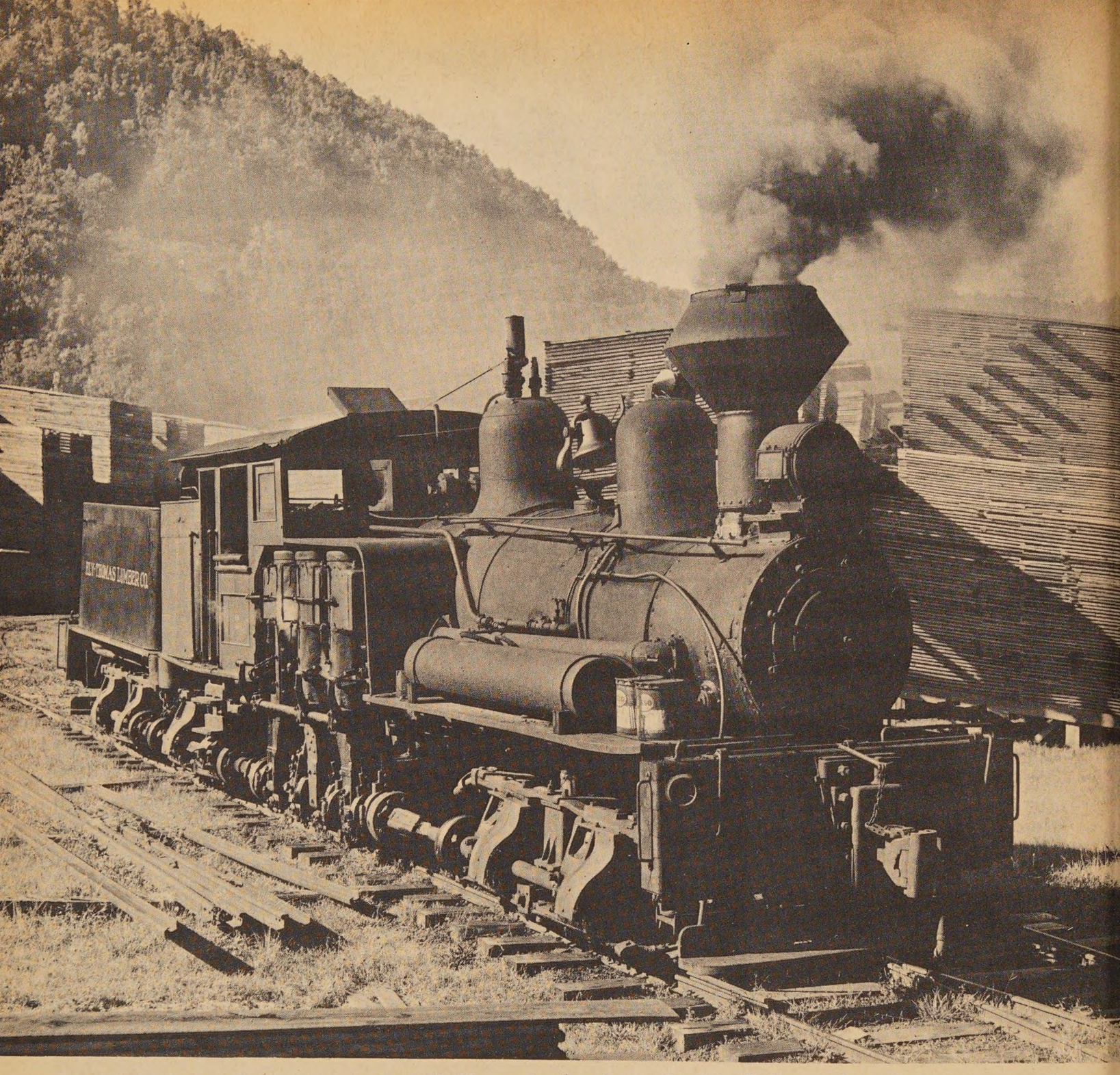

Sept. 11, 1962: Shay No. 2 waits in yard of Ely-Thomas Lumber Co. in Fenwick, W. Va., ready to begin a day's work.
William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va.

THE MAIL CAR

where editors and readers meet

SILK TRAIN. Memories of 1912. when he was 32 years old, with six years of running experience on the Missouri Pacific, sweep over E. F. Matthieson, 1431 Balsam, Boulder, Colo., as he tells about the time he was called for a silk run, which was an Extra East.

"Our engine was a 4-6-2, No. 6433," he recalls. "We coupled up that fine spring Sunday and after inspection the conductor, Bruce Tyler, came over with the orders and told me that we had 13 cars of raw silk under bond with a deadhead Pullman on the rear for the train crew. The silk was valued at about $4 million, he said, and would I turn on the steam heat so that his crew would be cozy in the Pullman?

"The car-whacker gave me a signal and said all 14 cars were working. We started out 55 minutes late on our schedule, and after a running test we settled down to business.

"For 150 miles the track we ran on was as level as a billiard table with a water grade. As the other trains were in the hole, all we had to do was go. At La Crosse we stopped for water, 32 miles from our terminal. We made 117 miles in two hours and 40 minutes, running around 13 chain-gang crews, and we felt it was a good day." ●

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Revolutionary "3 Dimensional" Method

Celebrating its 50th Anniversary, NRI recently announced its "3 dimensional method"—the ultimate in home study. It's the result of NRI's half century of experience simplifying and perfecting train-at-home techniques. Catalog gives you complete information. Read about the exclusive achievement kit NRI sends you the day you enroll. It gets you off to a fast start. Read about the custom designed electronic equipment NRI gives you at no extra cost. It's actually fun and easy getting practical experience this way. Things you build, tests you make, bring to life what you read in NRI's unique, "bite size" lesson texts.

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Thousands Owe Success to NRI

F. W. COX, Hollywood, Calif., averaged $150 a month spare time while training, now has his own full time TV-Radio service business. ALLAN R. TOWNSEND, Topeka, Kan., is a missile officer at Atlas ICBM site, fixes radios and TV sets spare time. R. L. WOOD, Fargo, N. D., got his FCC license and is Master Control Engineer with KXIB-TV. J. J. JENKINS, San Diego, Calif., says his NRI training is priceless. He is Frequency Coordinator for the 11th Naval District.

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ANOTHER recollection of a silk train comes from Charles A. Cunningham, retired Northern Pacific hogger, 1114 21st S.E., Auburn, Wash. 98002.

"One day Engr. Earl Hardesty and I took a 2-8-2 fairly good-sized engine Class W-1 No. 1679 from Auburn to Seattle to get a silk train," he writes. "This type engine was no good for a fast job but was qualified for mountain and slow hill work. So they took the weight off the trailer and put it on the drivers. This was OK for slow heavy work but not for speed and it made her a very hard rider. Anyhow, we were stuck with the 1679.

"We sat on No. 1 track in Seattle for about 1½ hours, waiting for a yard engine to bring the silk from the dock. While we were sitting there, on a warm day, I had my front cab door open. I had a good view of the air compressor pump and I noticed that when it worked it seemed to be springy instead of solid, so I went out to investigate. I found that the two top studs that held it onto the pump frame were broken off and rusty, only the two bottom bolts holding it on. I showed it to Earl. It scared him, but we expected the silk any time and he did not want a delay getting another engine, so he said, 'We'll take a chance.'

"We did. We ran to Ellensburg, our terminal, 126 miles, and brought a tonnage train back to Auburn. He did not report the defect at Ellensburg, and we were lucky to get back home all in one piece. But if it had fallen off and killed us and wrecked the valuable cargo, that would have been another story." ●

NORTHERN PACIFIC files hold many old memos which shed light on the movement of silk. For example, this one dated St. Paul, Minn., Jan. 8, 1923:

"You asked yesterday about the approximate cost of handling silk train in two sections instead of one, and I gave you a figure off hand of $2 per train mile, telling you I thought this was somewhat high.

"In the instance under discussion, there were 30 cars which is a larger train than could have been handled by one passenger engine. It would have been necessary to use freight power and very doubtful if time could have been made. The alternative would have been, of course, to run a double header with passenger power which would probably have been an undesirable operation.

"I have had some figures made which indicate that the difference in the cost of handling as two trains instead of as a single train with freight power would have been in the neighborhood of $1.40 per train mile. This, for the 1904 miles run, would be a cost of $2665.00" ●

BRIEFLY SPEAKING. For a city its size (population 500,000) Honolulu probably has less railroad track than any other major community in the United States. There are three miles of track, including spurs, and three locomotives. The locomotives ferry pineapples between two canneries and the docks. There are no passenger trains.

The matter of discontinuing Pennsy trains 30 and 31, the *Spirit of St. Louis,* and rescheduling trains 3 and 4 *The Penn Texas,* is before the Interstate Commerce Commission. If the railroad's petitions in these cases are granted, the trains will be combined into one called the *Spirit of St. Louis,* reports Stanley D. Crews, Rte. 7, Box 797, Pensacola, Fla. 32506, commenting on Item 5 in our January *Information Booth.*

More than 700 Canadian National passenger cars will be rebuilt or given a face-lifting this year to cope with the ever-growing number of train riders. Last year, the system's passenger-miles increased more than 40 percent while revenues rose 19 percent, due largely to the Red, White, and Blue fare plan that was designed to woo travelers back to the rails. Involved in the rehabilitation program are dining cars, club lounges, coach lounges, parlor cars, dinette cars, self-propelled railiners, sleeping cars, and coaches.

Next issue of *Railroad Magazine* will feature an article on the Cass Scenic Railroad by Bill Warden, effectively illustrated.

The Association of American Railroads has published a *List of Steam Locomotives on Display in the United States.* It covers only engines presented to cities and towns by Class I railroads as well as those on display at museums and fairgrounds. Copies are available on a single-copy basis as long as the limited supply lasts. Address AAR, Public Relations Department, Washington, D.C. 20006. ●

ONE of the readers who has sent us photos for a Lackawanna steam feature being written by Bert Pennypacker is Jack Emerick, 84 Parkview Terr., Lincroft, N.Y., Jack is an assistant trainmaster on the Jersey Central and the New York & Long Branch. He included a shot of 4-6-2 No. 1136, which was involved in a wreck at Delaware Water Gap in May, 1948, while pulling Train 9 that carried newspapers from New York to Scranton and Binghamton.

"It seems the train was late that night," he writes, "and from the time she passed UN tower at Port Morris, N. J., until she was OS'd at Slateford Jct., Pa., the total time elapsed for the 28 miles over the New Jersey cutoff was 19 minutes—an average of better than 88 miles per hour!

"Speed restriction at the Gap curve is 40 mph, and No. 9 must have been making 78 mph when she hit the curve. Engine, tender, and milk car left the rails and plunged into the Delaware River, sweeping down telegraph poles in the mad rush. Both engineer and fireman went to glory.

"I recall seeing the wreckage the next day. All I could see above the water was the top of No. 1136's boiler and the milk-car roof. Hundreds of automobiles lined the roads on both sides of the Delaware as spectators watched the cleanup operations." ●

TEEN-AGER Christina Dockery tried to board a Southern Pacific commuter train the other day when it was leaving the depot at Belmont, Calif., only to find the door locked. Desperately she clung to a hand-rail as the train picked up speed. Inside, a horrified passenger saw her plight and called it to the attention of Conductor Lester Vaughn.

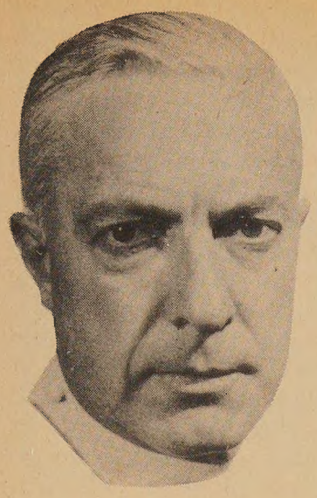
The conductor said later that he thought about pulling the emergency cord, but realized the sudden stop might throw her to the ground. Instead, he unlocked the door and grabbed Christina around the waist, pulling her into the car. ●

HIS most exciting experience is recalled by Frank E. Van Horn, retired engineer, 732 Crosswinds Trailer Park, St. Petersburg, Fla. 33709. Writing in the *Locomotive Engineer,* he says:

"I was coming north to Grand Rapids, Mich., on the Chicago Division of Pere Marquette. (now Chesapeake & Ohio.) Was ordered to pick up a few cars at Waverly Yard, just north of Holland, which is 24 miles from Grand Rapids. The air worked okay. Part way we had a slow order over a bridge.

"Then when I started to use the air while approaching the yard at Wyoming, which is governed by an interlocking plant at the south end of yard, I found out that I did not have any air. So I kept calling for the target. The man in the tower gave us the target just a couple of engine lengths away. When we had the train stopped in the yard we found we only had three cars of air because the clamp on the train-line was gone and the angle-cock was closed.

"I started railroading in 1903 and had to retire in 1947 on account of a yard engineer violating his orders to not cross over the westbound main into



An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

©1962 Comate Corporation, 20 West 45 Street, New York 36

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION Dept. 3402C
20 West 45th Street, New York 36, N. Y.

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

☐ Enclosed find $10. (Cash, check, money order). Send postpaid.

☐ Send C.O.D. I will pay postman $10 plus postage charges on delivery.

Name_____

Address_____

City_____ Zone____ State_____

RUSH THIS NO-RISK COUPON TODAY!

the West Detroit yard. The three switchmen ran and threw switches after I had passed the last block signal governing these switches at the west end of a big curve to the left. So we had to unload at 50 miles an hour. In doing so I fractured my skull and suffered other injuries, and had to retire." ●

IT IS bad enough for passengers to miss a train, but pity the railroaders who do. The other day an air-line broke on one of the cars on Erie-Lackawanna freight No. 77 near Lakewood, N.Y. The flagman and head brakeman promptly walked the necessary distance from 77 and took up positions to protect it from oncoming traffic. The hogger shunted the crippled car into a siding, then returned, coupled into the rest of the train, and left without signaling the two men. After a long wait, the castaways were picked up by the *Phoebe Snow* and taken to Jamestown, N.Y., to rejoin their crew and face a gale of ribald laughter. We will not mention their names, "to protect the innocent." ●

ARE some railroads deliberately discouraging passenger service? Dick Hartzler said yes and marshalled facts to prove it in his article, "Pay or No, They Go," in our Oct. '64 issue. The other day *The New York Times* carried a letter supporting this position. Written by Mrs. Edward Korn, Bronx, N.Y., it stated:

"I have read many articles about the hard times the railroads are having in making both ends meet. After a recent experience on the Pennsylvania Railroad, I have come to the conclusion that the railroads are deliberately making passenger travel so difficult that they will be able to point to dwindling passenger revenues as an excuse for discontinuing this service.

"Some weeks ago, we went to State College, Pa., to attend our daughter's graduation from Penn State University. We usually drive, but because of the season, we thought it would be safer and more comfortable to take the train.

"The timetable showed the trip to Lewistown, Pa., as taking a little over five hours. Actual time of the trip was six and one-half. The coaches were absolutely filthy, and the condition of the toilets was revolting.

"I have always enjoyed train travel and I do not like to fly, but this type of trip just does not make sense. I suppose that, on future trips, we will just have to add to highway congestion." ●

PERSONALITIES. A retired Union Pacific engineer, Frank Dearman, 485 E. 3rd South, Provo, Utah, says he enjoyed very much "Those Harvey Girls" in our Dec. '64 issue. "They served me many a meal," he adds.

Effective last January 1st, each non-operating employee of the Chesapeake & Ohio and Baltimore & Ohio is given a paid holiday for his or her birthday.

"I was paid 10 cents an hour and worked a 10-hour day, six days of the week, when I started working for the Monon as a waterboy at age 13," recalls Harry Rapp of Michigan City, Ind., who retired recently as a section foreman after working 60 years for the same railroad.

"For about six years I was a hogger on various logging roads in northern Michigan," writes Leon Barrie, 1051 Hubbard St., Detroit 9, Mich., "Then a motorman on the Detroit-Chicago Railroad for nine years, and now I'm in the photograph business and a longtime reader of *Railroad Magazine*."

No. 29 in our series of *Interesting Railfans* will be Paul Carleton, to be followed in the near future by Walt Disney. ●

AUTOMATIC fare collection will be installed on the Illinois Central's Chicago suburban lines, beginning late this year—for the first time on any railroad—and this is bound to set a pattern for other commuter roads to follow. The system will use automatic gates interlocked with automatic ticket readers at station entrances and exits.

Machines of the type planned for the IC have been tested experimentally on the London transit system and on the Long Island Rail Road in New York. A similar system will be used in San Francisco when the Bay Area Rapid Transit District completes its rapid transit system several years from now.

Three of the first five Illinois Central stations to be equipped with automatic fare collection devices will be in downtown Chicago. They are the stations at Randolph Street, Van Buren Street and Roosevelt Road. The two other stations, 211th Street and Homewood, are at the southern end of the line.

The newest developments in the field of automatic data processing are being incorporated into the new system. Recorded invisibly in magnetic code on each ticket will be information which the automatic fare collecting machines can "read" and act on.

To enter or exit through the gates at any station, passengers will need some form of ticket. At the three downtown Chicago stations, passengers will continue to buy their tickets before entering the station platform. At other stations the entrance gate itself will issue a "zero value" boarding ticket. After a free entry using this ticket, a passenger will have his choice of paying for his ride before or after his trip.

The major saving in operating costs under the new system will come from elimination of on-train ticket collection. The tickets now taken up on the trains will be collected by machines located on station platforms. The system will eventually enable the Illinois Central to operate its trains with only a motorman and a conductor as the Chicago Transit Authority presently does on its heavily-patronized network of "L"-Subway lines.

No ticket collector will be laid off as a result of the plan if he has as much as a year's railroad service. ●

NATIONALIZATION. The Railway Labor Executive Assn. announced recently that it favors Government ownership and control of America's common-carrier railroads and will attempt to get legislation to this effect introduced in Congress. We feel certain, however, that Congress is in no mood to act favorably on any such bill—at least, not in the near future.

The RLEA said it was reversing a 45-year-old position because "present management of the railroad industry no longer has sufficient concern for the interests and needs of the general public" and because labor relations in the industry are in "chaos."

Two big labor groups, the Brotherhood of Locomotive Engineers and the International Association of Machinists, which includes many railroad workers, are not connected with RLEA. The following comment comes from Perry S. Heath, who is Grand Chief Engineer of the BLE:

"We are not in favor of nationalization of the U.S. railroads. Government ownership would mean loss of the right to strike anywhere, anytime, because Government employees cannot strike.

"Government ownership would mean that it would take an act of Congress to obtain a wage increase, a rule improvement, or to settle a time claim.

"Government ownership would mean throwing the craft rights of locomotive engineers into the same pot with the rights of thousands and thousands of other Government employes, a situation in which only numbers, not skills, experience or importance, count.

"Railroad service would become a political football, and a sudden 'economy' move out of Washington would lop off as many or more jobs than private management.

"That doesn't mean we think the carriers are being run perfectly under private control or that labor-management relations in the industry are as intelligent and harmonious as they could and should be. But you don't improve situations by inviting worse." ●

new, low-cost SERVICE LIFE INSURANCE hospital plan protects YOU and YOUR FAMILY against staggering medical and prolonged hospital expenses

PAYS YOU $100.00 A WEEK FOR 52 WEEKS

SERVING THE 50 STATES
THE SERVICE LIFE INSURANCE CO.
OMAHA, NEBRASKA

YOUR POLICY PAYS $100.00 A WEEK (WHICH IS $14.28 PER DAY) FOR 52 WEEKS ($5200) FOR ANY ONE CONFINEMENT. HALF BENEFITS ARE PAID FOR CHILDREN UNDER EIGHTEEN ($2600) AT REDUCED RATES. ALL BENEFITS ARE PAID DIRECTLY TO YOU IN ADDITION TO ANY OTHER INSURANCE YOU CARRY!

SPECIAL GET-ACQUAINTED ENROLLMENT OFFER!

$1

YES, one dollar is all you pay for two full months of hospital protection for you and your entire family if you use the easy-to-fill-out application below.

AFTER THE SECOND MONTH, you pay the low premiums listed below which are 25% to 45% less than you would pay for the same coverage elsewhere.

BASIC COVERAGE RATES

EACH PERSON	Monthly	3 Mos.	6 Mos.	12 Mos.
Age 18 to 39	$1.50	$ 4.35	$ 8.55	$16.45
40 to 49	2.00	5.80	11.40	21.90
50 to 54	2.50	7.25	14.25	27.40
55 to 59	3.00	8.70	17.10	32.85
60 to 64	3.50	10.15	19.95	38.35
65 to 69	4.00	11.60	22.80	43.80
70 to 75	7.10	20.60	40.45	77.50
For Each Child Under Age 18	.75	2.20	4.30	8.25

MONEY BACK GUARANTEE

If you don't agree that this policy is the finest there is, just return it within 10 days and receive your dollar back. What could be fairer . . . more honest? You examine this policy carefully. No salesmen will call. We want you to be completely satisfied. There is absolutely no risk.

Don't let prolonged hospital expenses rob you of your life's savings. Hospitalization expenses now are at an all time high. Since sickness or accidents come when least expected, you owe it to yourself and your family to be protected with Service Life's new, low-cost hospital plan! This sensible plan protects your savings, gives you peace of mind, the extra money you need *just when you need it the most.*

This policy helps you afford the best care . . . the kind that assures a fast return to good health. You may choose your own Doctor of Medicine and enter any hospital equipped for major surgery and providing 24 hour nursing service.

Hospital benefits are paid for accidents starting the day your policy is issued. Covered sicknesses are those originating 30 days after policy date; TB, cancer, heart disease, female conditions, back impairments and sickness requiring surgery are covered when originating six months after the policy date.

The policy provides a full 31 day grace period. You may renew this policy to age 75 with the consent of the company. THESE ARE THE ONLY EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

WHY THIS SPECIAL OFFER IS MADE

Because we employ no salesmen and pay no commissions, we use this means to acquaint you with the tremendous premium savings you get with this policy. It costs a great deal more than $1.00 to issue this SPECIAL GET-ACQUAINTED POLICY; but we're willing to risk this initial expense to put the policy in your hands so you can see for yourself how good it is and that you will want to keep it in force.

WHY THESE PREMIUMS ARE SO LOW

Because you deal direct with us we eliminate high selling costs. We employ no salesmen and pay no commissions. Costs are reduced to a minimum and savings of 25% to 45% are passed on to you in the form of lower premiums.

WHY CLAIMS ARE PAID FAST

Because you deal direct, your claims are processed fast. There are no adjusters or district offices for claims to pass through, which could result in loss of time . . . *just when you need extra money the most, and fast.* To file a claim, just notify us in writing and claim blanks are sent by return mail, with easy-to-fill instructions. Thus you can get fast action no matter where you live!

SPECIAL COVERAGES MAY BE ADDED

Your basic policy pays for hospital room, board and general care for covered sickness or accident. At small extra cost, you can add surgical or medical benefits, or maternity benefits to cover pregnancy or its complications, at home, in the doctor's office or in the hospital. Loss of Wages Benefits up to $300 per month are also available at low cost. For information on each, check application blank below when sending your $1.00 for our Special Offer.

OVER $18,500,000 IN CLAIMS PAID

Since 1923, policyholders and beneficiaries have benefited from Service Life Insurance Company. Domiciled in Nebraska as a legal reserve company, more than $18,500,000 on all forms of coverages in all states have been paid.

FILL IN AND MAIL TODAY! *Takes only a minute to complete for family protection! Do it now!*

THE SERVICE LIFE INSURANCE COMPANY OF OMAHA • Dept. B78 1904 Farnam St., Omaha 2, Nebraska

Gentlemen — I am enclosing $1.00 in payment for two (2) months' insurance and I hereby apply to The Service Life Insurance Company of Omaha, for a Family Hospitalization policy for myself and for my dependents, if any, whose names appear below:

Full Name of Applicant _____ Sex ____

Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Applications for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO. DAY YR.	HEIGHT	WEIGHT	SEX
1.				
2.				
3.				
4.				
5.				

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____
2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details

_____

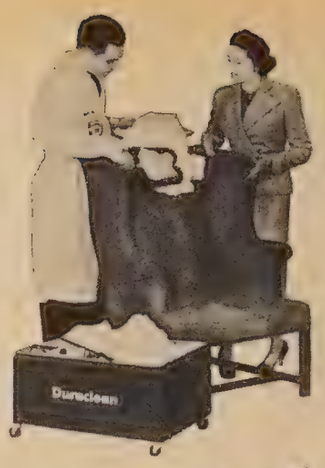
I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this _____ Day of _____ 19____

SIGNATURE _____
(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical/Medical Expense Rider ☐ Maternity Benefit Rider ☐ Loss of Wages Rider ☐

Would You Like to Take in $140 after Supper?



This is exactly what L. Burnett did while still employed. Here are his own words:

"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . have a fast growing income . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable . . the electric Foamovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . easy to start . . so easy to service that women dealers often do it. We prefer you have no experience . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you step by step how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of your services, builds your customer confidence and brings job leads to you.

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . before someone takes your location.

Start Small, Grow Big . . . in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use tested, proven methods. You have our backing and "know how."

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a worldwide service. It spread because it was based upon (1) superior processes and (2) proven customer-getting methods.

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with new life. Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have 5 other services.

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to return your TOTAL investment. If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in your life.

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

•

Your Services Are Endorsed by McCall's Magazine, Amer. Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

•

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . .. to contact me, "if anyone could get it clean, I could"

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The value of your dealership and franchise grows monthly.

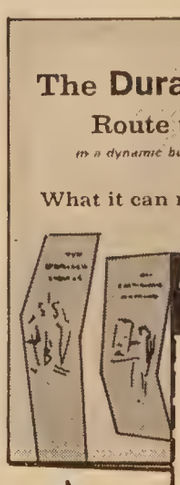
FREE BOOKLET tells how to Start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location should be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION



Mail this coupon TODAY

It may put you in business

Duraclean Co., S-703 Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ Zone____ State_____

Chesapeake & Ohio Railway

There never was a signal set against a SILK TRAIN

by Freeman Hubbard

PRINCE GEORGE, the Duke of York, stepped out onto the observation platform of an eastbound train, buttoned up his Navy greatcoat, and looked around. It was mid-December, 1919. The Royal Passenger Extra was being shunted onto a siding. The Canadian Pacific crew had orders to run at top speed consistent with safety across the black mountains and frozen prairie of Canada; but now, on a snow-covered grade in British Columbia, with its towering peaks, fragrant evergreens, and deep white canyons, the luxurious train had gone "in the hole."

No depot could be seen. Not even a water tower. The royal passenger, 24 years old, was the second son of George V, monarch of the United Kingdom of Great Britain and Ireland and Emperor of India and the Dominions Overseas. (Seventeen years later, after his father's death and after the abdication of his brother, King Edward VIII, the present Duke of Windsor, he became King George VI.) He glanced at an ice-locked silver stream far below and turned to the gold-braided conductor who stood at his side.

"Why are we stopping here?"

Prince George had left the British naval base at Hong Kong on the Canadian Pacific liner *Empress of Russia* to cross two oceans and a continent in order to spend Yuletide with the royal family in Windsor Castle. Fog had delayed the ship several hours. At eleven on a cold dark night she had docked at Vancouver, B.C. There the Duke had boarded the special train which was waiting, with steam up, to make connection with a trans-Atlantic steamer at Montreal four days later.

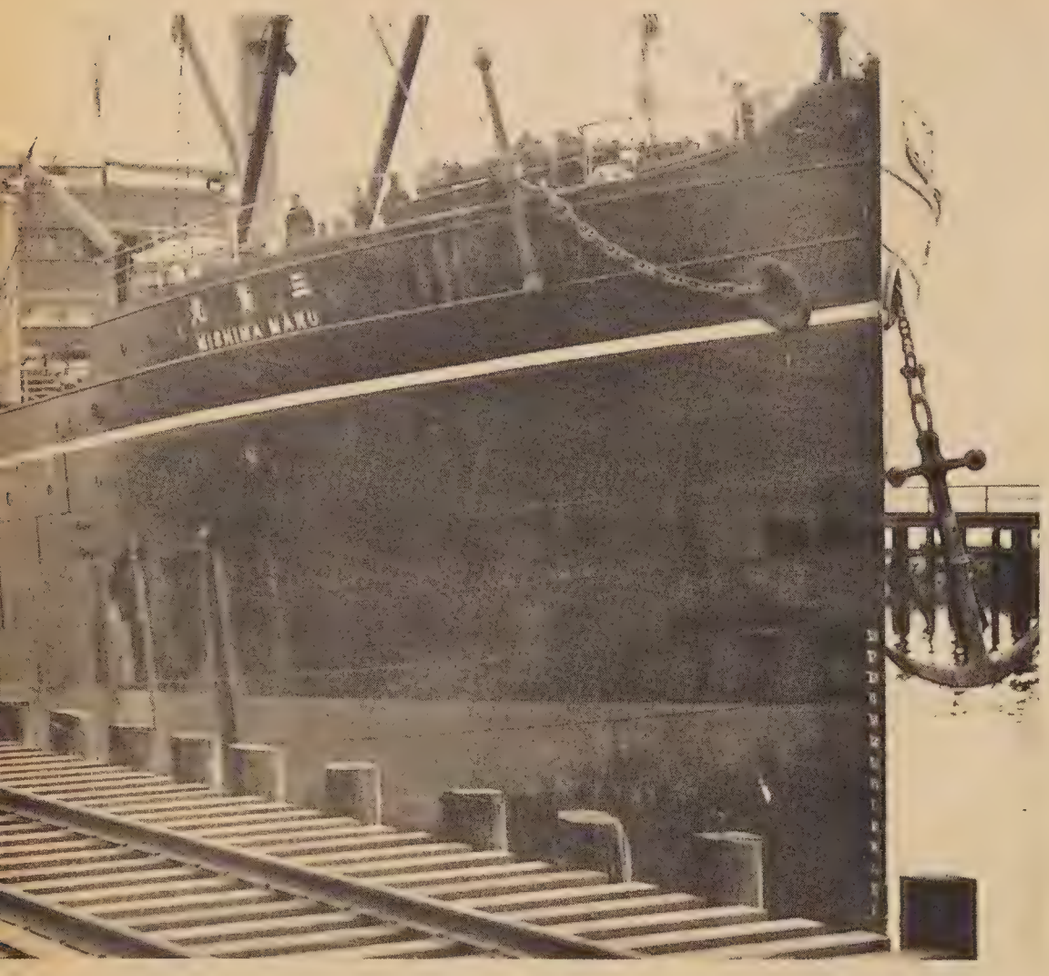
Two minutes after midnight an engine whistle wailed and the Royal Passenger Extra was burning up the rails. The train orders called for making up the time lost by the *Empress,* with a schedule so tight that you might have thought nothing could overtake them. But a lonely spot in the Rockies found them waiting on a sidetrack, and the Duke wanted to know why. The conductor said they had to let a silk train go by.

"In this country," he said, "silk has rights over everything."

That was true in the States also, on the Great Northern, Milwaukee Road, Northern Pacific, Santa Fe, Southern Pacific, Western Pacific, and all other roads which helped to whisk the cocoons of live Asiatic silkworms (fed on mulberries) and manufactured silk goods across the North American continent. The same liner which had borne a future King from the Orient had likewise brought silk worth over a million dollars. No sooner had the big vessel been warped to her dock than conveyor belts were run out to her and a gang of stevedores swarmed aboard to unload her cargo, under the eyes of special agents conspicuously wearing Colt .45's.

The first bale taken off the *Empress* was stowed away at 11:21

The *Mishima Maru*, one of the Japanese liners which brought cargoes of silk for shipment over Great Northern rails.
Great Northern Railway



p.m. in one of the 4400-series cars built expressly to haul silk. These wooden-bodied cars were 44 feet long —little over half the usual length of boxcars—and had steel wheels which permitted greater speed than the cast-iron wheels of ordinary boxcars. Each had a capacity of about 30 tons.

The last bale from the Canadian Pacific ship was locked and sealed into the train at 3:23 next morning. Twenty-two minutes later the special, under armed guard, was roaring toward the eastern markets at better than passenger-train speed. The engineer had opened his throttle three hours and 43 minutes behind the Royal Passenger Extra—which he overtook before noon the same day.

As the tables were being set for the royal party's lunch, the darling of the dispatchers, trailing a plume of fleecy coal-smoke, stormed by with the merchandise to be woven into ribbons, men's neckties, and wall hangings, and evening gowns which rustled on the ballroom floor, and stockings for debutantes, and brightly-colored garters for *Follies* girls.

Live silkworms like these dine on mulberries and spin the cocoons from which thread is unraveled to make ties, scarfs, ladies' gowns, garters.

SILK-TRAIN speed has become a legend. Even the great transcontinental name-trains in both the States and Canada waited on sidings while those hotshots raced by. As one dispatcher put it:

They had a clear board, right across Canada. There never was a signal set against a silk train—and God help the railroaders who let one be delayed.

Silk cargos ran into big money, even up to $10 million apiece, spread out over three special trains, a tempting lure for bandits. Always, there was danger of hi-jacking the valuable stuff. In 1918 the Lackawanna, Lehigh Valley, Erie, and Jersey Central placed an embargo on silk shipments "because of losses sustained by reason of pilfering of trains." J. C. Lincoln, manager of the Traffic Bureau of the New York Merchants Association, stated:

It is a well known fact that heavy losses have occurred through the pilferring of silk shipments while in the possession of carriers and there seems to be a general opinion that regularly organized gangs are engaged in this pursuit as an easy means of livelihood.

Another reason for speeding the silk cocoons was the danger of spoilage. A more urgent reason was the sharp fluctuations in price, for silk was usually consigned to order to a bank or brokerage house, not a silk mill, and like other commodities was traded on the Stock Exchange. A few hours' delay could wipe out a fortune.

Even more important was the high cost of insuring silk in transit, 6 percent, on a hourly basis. Naturally, a carrier would want to get such costly items off its hands as soon as possible.

Robert H. Davis, the first editor of *Railroad Magazine,* was aboard the *Confederation Limited* one October night in 1927 while that Canadian

Great Northern Railway

These pictures show the two different methods that were commonly used in unloading bales of raw silk from trans-Pacific ships: (left) the boom, or giant crane, and (above) the conveyor belt. Below, we see a shipment being trundled into the line of Great Northern refrigerator cars standing on the Seattle dock.

Great Northern Railway

National express was in the hole at Armstrong, B.C., for a silk train to run by in two sections. Later, he told your author that while they were waiting, the conductor said that the cargo of the full run was valued at more than $7 million and that for every hour or part of an hour behind schedule the Canadian National would have lost a thousand dollars.

These figures seemed to me like exaggeration—until I read in *The Union Pacific Magazine*: "When a shipment of 10,000 bales of silk is on the way, valued at $10 million, the interest charge alone on it is $1,650 a day." No wonder that even the *Overland Limited,* the Union Pacific's pet, on which passengers paid $10 extra to ride, went into the hole for silk specials.

Bob Davis quoted the conductor of the *Confederation* as saying:

Great Northern engineer inspects his powerful Mountain-type (4-8-2) engine, Class P-2, waiting to pull a silk train.
Great Northern Railway

It's the largest shipment of any one commodity that ever crossed Canada—21 cars, 28 tons to the car. Railway Express charges are $9 a hundred pounds—a matter of about $100,000 to get the shipment to New York on a running schedule of 80 hours. This train is now 1,958 miles out of Vancouver and is 21 hours ahead of the passenger trains that left there four hours in the lead.

And this is how *Railroad's* first editor described what he saw that night at Armstrong:

Two miles westward an aura of light burst against the black night. A whistle screamed as, out of the dark, the headlight shining along the glistening rails, thundered Section One with its precious cargo. The brakes groaned, the engine whistled, and the silk special brought up with tremendous clanking.

A new engine replaced the hot monster that had come through the last 147 miles; the train crew gave way to a fresh detachment; the cars were watered, the brakes inspected, the locks in each car examined by special officers; and in exactly four minutes Section One was on its way to the United States at a speed of 55 miles per hour.

There was keen competition by the various railroads for this luscious plum, each one doing it best to prove that it could deliver the rich stuff faster than its rivals. Every man involved in a silk shipment was expected to be "on his toes." It was an honor to handle a silk train.

FOR MANY centuries, long before the advent of nylon and rayon, the rustle of silk was an impelling factor in man's life and especially in woman's. In fact, one of the reasons for the discovery of America in 1492 was that Christopher Columbus had set out in quest of silk, among other items.

This commodity has been shipped by rail in less than carload lots for more than a hundred years. Then came carload shipments. A Council Bluffs newspaper of November 24, 1876, noted the passage of "49 railroad cars of tea and two of silk," but I have no record of an all-silk train prior to 1909.

Harper's Weekly, constantly in search of novelties, described a silk special (Nov. 27, 1909) as "dull-painted and windowless, yet the emperor of trains." In that year, the rate for hauling raw silk (cocoons with live silkworms inside) by rail was four cents a pound, which was rather high, even for those days. According to *Harper's,* there was "more net profit in hauling silk" than in the railroad passenger business, for the "shiny limiteds" demanded a much heavier expenditure of labor. Many railroads today are finding the same objection to passenger traffic.

Girl in silk swim suit waving silk cloth stands in ship's rigging to publicize 35th anniversary of Great Northern silk trains.

Raw silk was shipped in bales tightly wrapped in straw matting, each weighing from 133 to 220 pounds. Its price varied, sometimes exceeding seven dollars a pound in the period between the two world wars. In addition to the fancy raw product, a shipment might include the costlier manufactured silk goods and "wild silk," a low grade of raw merchandise, leftovers from the unreeling of cocoons.

The baggage and express cars which carried silk were kept as nearly moisture-, dust-, and damp-proof as possible. No steam was allowed to pass through the coils of such cars; but, for the crew's convenience, a standard coach (with heaters) was coupled onto the end of the train. Before the cars went into this service, all of their wheels were jacked up and the brasses were inspected and, if necessary, new brasses were installed. If there were any lamps in the car, they had to be removed. All projecting parts of the cars were crated so as to avoid damage to the silk by shifting, while the car doors were tightened and battened with paper to guard against water damage. According to *Railway*

The GN's publicity department hired American and Japanese beauties to advertise 35th anniversary of its speedy silk trains.

Age, the Southern Pacific was the only American railroad to use cars especially designed for the silk business. The CP also had some.

The first through train from Vancouver, B.C., to Montreal, after completion of the Canadian Pacific main line, had silk cars in its consist. This product had come into Vancouver on the CP's own White Empress line, the first steamships built especially for the Oriental trade. In their heyday the *Empress of Japan, Empress of China,* and *Empress of India* were the largest and fastest ships in Pacific service. Built in Scotland and driven by twin-screw, triple-expansion engines, they originally also had sails to take advantage of the trade winds.

Ports of call for liners in the silk trade included Shanghai, Hong Kong, and Canton, in China; Kobe and Yokohama in Japan, and occasionally ports in India. About a century ago efforts were made to cultivate the silkworm industry in Utah and California, besides camels as beasts of burden in desert areas of the Southwest, but all such projects failed.

Highballing the silk: a Great Northern Mountain type, P-2, fills the air with billowing white clouds of smoke and steam.
Great Northern Railway

LIKE the Canadian Pacific Railway, the Southern Pacific and Union Pacific railroads jointly had their own mercantile line, the Occidental & Oriental Steamship Co., founded in 1876. This line operated nine ships across the Pacific Ocean. All carried considerable silk, in addition to tea, rice, sugar, and other commodities, even opium, most of which moved eastward from San Francisco by rail.

One day in 1889 the O&O's *Oceanic* stormed in past the whistling buoy at the San Francisco Bar, setting a new trans-Pacific time record of 13 days, 14 hours, and 6 minutes. On a voyage ten years later the O&O's *Doric* brought in 2,346 bales of raw silk, valued at over $2½ million—the largest silk shipment made to San Francisco up to that time. This cargo was promptly loaded in 30-ton, wooden-bodied cars for shipment to eastern markets. Around the turn of the century the large Pacific Mail Steamship Co. absorbed the O&O. An unusual feature of SP silk trains was that many included heavy shipments of tea.

Captains of the various silk-carrying ships aimed constantly at new speed records. One of the Canadian Pacific's sea rivals was the Admiral Orient Steamship Co., with five vessels in its *President* fleet that delivered silk to Seattle for railroads in the United States. These ships cut their time for crossing the Pacific from 19 to 10 days, and one of them, the *President Jackson,* actually made the voyage in 9 days and 50 minutes!

Silk was by far the most precious commodity that crossed the Pacific in bulk. From 1924 through 1926 the *President* liners landed more than half a billion gold dollars' worth of it at Seattle. In one good month that city alone received 229,217 bales, or 1,497 tons, of raw silk valued at $21,975,997, in addition to 611 cases, or 61 tons, of manufactured silk goods worth $539,783. Altogether that month, roughly $22½ million worth of silk poured into Seattle on seven vessels from the Orient and was sent roaring eastward on fast trains. At the same time, silk was being received at Vancouver, San Francisco, Tacoma, and Portland, and shipped out by rail, so the grand total must have been enormous.

Each Canadian Pacific liner en route to Vancouver stopped briefly at Victoria to pick up Customs and Immigration agents so as to get the necessary papers filled out before docking at Vancouver. This saved time in transferring cargo from ship to train.

To expedite the clearance of silk cargo at Seattle, the incoming *President* liners were met at Victoria, as they passed through the Straits of Juandefuca, by representatives of

both the operating and traffic departments of the Union Pacific System. Those men, en route to Seattle, a distance of 97 miles, prepared the Customs clearance documents.

Information on the number of bales, cases, consignees, destinations, etc., was transmitted from Victoria by long-distance phone to the UP's local freight agent. This enabled him to waybill the numerous consignments to their various destinations prior to loading the silk onto trains and eliminated delay to prompt dispatch of a silk special. As a *President* ship neared Seattle's harbor it was met by a seaplane which picked up the documents and flew them to Customs at Seattle, thus further eliminating delay to prompt dispatch of the silk special.

Almost before the ship's gangplanks began to lower, the seals that protected the silk bales were broken, another gangway forward was run out, and conveyor belts and hand trucks went into action. Stevedores lost no time in moving the cocoons from ship's hold to railroad cars. Before all the passengers had gone through Customs, the silk trains were off on their cross-continent race to eastern markets.

BESIDES silk and passengers, the great Pacific liners also carried mail and other cargo. Most of the Canadian Pacific's steamship passengers at the height of the Silk Era were Chinese men traveling through Canada in bond, bound for some point in the United States or the West Indian sugar plantations. Each Oriental entering Canada on a permanent basis was subject to a head tax, as much as $500, so the railway hired extra guards to see that such travelers did not escape from the trains en route to their announced destinations.

J. A. Tonks, who was the Canadian Pacific's day operator at Kamloops, B.C., during much of the Silk Era, recalls that:

Our schedule in British Columbia called for 17 hours through the two divisions to Field, but when a silk train did not leave Vancouver until after a certain hour, we exceeded that schedule by 20 minutes per division, cutting it to 16 hours and 20 minutes. One day the CP publicity head, F. E. Trautman, came to Vancouver to ride a silk train and write an article about it. He rode such a train as far as Winnipeg. Upon arrival there, he met the General Manager on the station platform and said: "Well, I've done it. I brought your old silk train in an hour ahead of schedule!" To which the General Manager replied, "What kept you?"

Chinese coolies toted bales of silk onto ships in the race against time halfway around world to New York.

These trains used the fastest locomotives of various wheel arrangements, but hoggers complained that the stress of such speed worked havoc with their machines. Said one old-timer:

You could have an engine running as smooth as cream, but they'd send her out with the silk and it'd be six months before you'd get her in shape again—if you ever did.

All the railroads which hauled silk made speed records. One shipment, via the *Empress of Canada* and CP rails, crossed the Pacific Ocean and the entire length of Canada and was unloaded in New York *thirteen days* after leaving Japan! On that trip the *Empress* churned the waves from Yokohama to Vancouver in 8 days, 10 hours, and 9 minutes; and the train likewise chalked up a new record, rolling the 133 miles from Brandon to Winnipeg, for example, in 131 minutes.

"Our roadbed just wasn't built for speed like that," a hogger reminisced, "but the brass collars told us to make the time, and we made it."

Today's diesel-powered *Canadian*, queen of the CP's transcontinental rails, averages 41 miles per hour from coast to coast. Any steam engineer who couldn't have beaten that with a silk special would have been demoted to yard service. Remember Jack Davidson? At the throttle of a D-10 coalburner Jack wheeled the silk for 110 miles in 77 minutes! That was in the rugged days before oilburners and mechanical stokers. The other crew men turned in mighty good performances, too.

Usually, they were not picked crews. The men took their turns as they did with ordinary freight runs—next crew up takes the silk train out—and did not get bonus payments. At each division point, crews and engines were changed and rolling stock was serviced with the least possible loss of time. A fresh engine, with steam up, was standing on the outgoing track at a depot ready to slip into the harness of an expected silk train. It took a very few minutes to uncouple one locomotive, couple on another, and

make the necessary inspections. Befor starting and at every stop, the train's journals were checked for lubrication, the car rigging was carefully gone over, and the seals on all the cars were inspected and recorded. Extra care had to be taken because there was much money at stake.

The average Canadian Pacific silk train consisted of ten or a dozen cars, occasionally 15, made up and standing on the Vancouver dock hours before an *Empress* liner was due. The waiting period was tense. Longshoremen were assembled. Engine and train crews were called by telegrams such as this, "Silk leaving fourteen oclock." All of the train was loaded at the same time, 470 bales to the car, and each car was filled and sealed in less than eight minutes. Some trains were routed from Vancouver to Prescott, Ont., and ferried across the river to Ogdensburg, N.Y., to complete their long run on New York Central tracks.

Seattle silk warehouse. In one month this city received 229,217 bales of raw silk.
Great Northern Railway

CANADIAN NATIONAL operated more than 100 silk specials between 1925 and 1932, from Vancouver to New York via Toronto and Buffalo in conjunction with the New York Central. The schedule was: Vancouver to Toronto, 71 hours, 20 minutes; Vancouver to Buffalo, 74 hours, 50 minutes; and Vancouver to New York, 87 hours, 25 minutes. However, the actual running time averaged by these specials was 70 hours, 40 minutes to Toronto; 73 hours to Buffalo, and 85 hours to New York.

As a rule, the Canadian National change of motive power at divisional points took only about two minutes! Railway police were alerted all along the line, and at every stop armed guards patrolled the right-of-way.

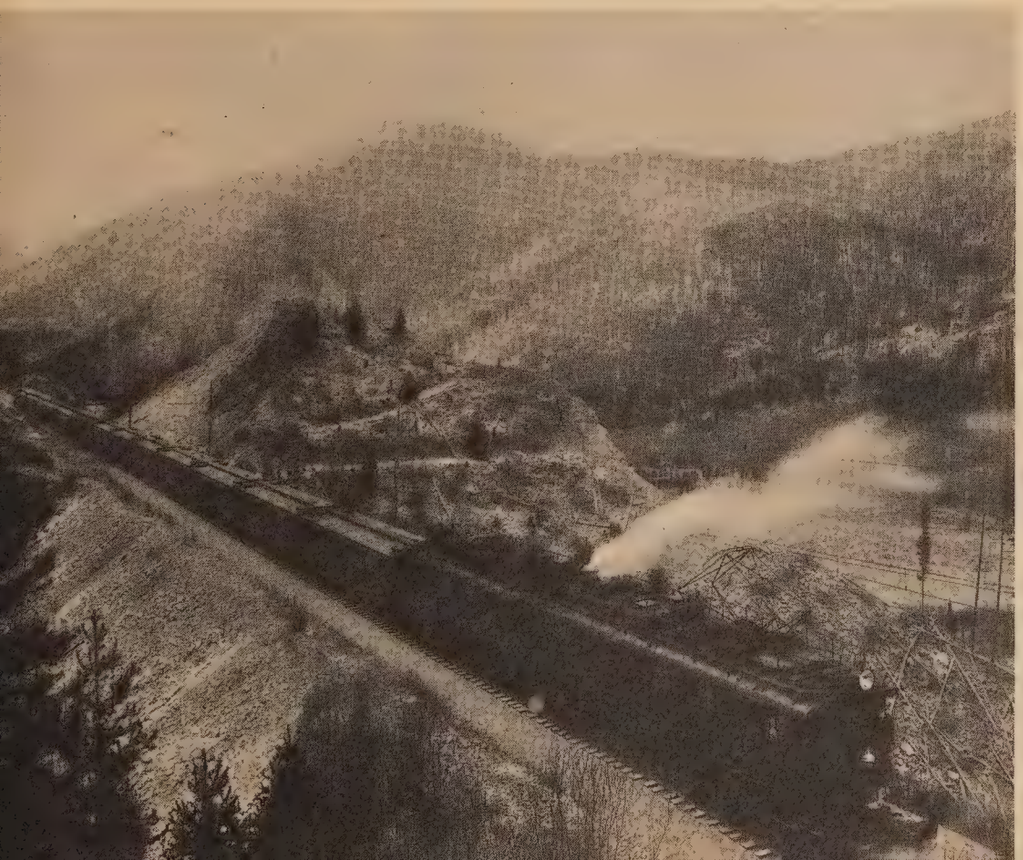
From Seattle to Chicago the Union Pacific maintained a 60-hour silk schedule, which exceeded by 12 hours the fastest passenger run between the two points in those days. Then to New York via the Pennsy, New York Central or Baltimore & Ohio. Total time: Seattle to New York, 85 hours. Prior to 1924 the total was 95. Originally it took a silk train 93 hours to run from San Francisco to New York, but in 1926 it was cut to 85.

Then in January, 1929, the big roads in the West agreed to speed up the movement of silk still more. The outcome of that agreement is now history. One trainload of raw silk was highballed from San Francisco to Chicago, 2259 miles, via the Southern Pacific, Union Pacific, and Chicago & North Western in the then almost unbelievable time of 49 hours. This set a new record for speedy transportation.

Bearing $1,410,000 in silk, the special roared from station to station, and everywhere along the line green lights sped it on its way, safely and swiftly. It left Cheyenne behind schedule, but a determined hogger opened his throttle wide. He swept over 102 miles of track in 91 minutes flat, making up the lost time; but still the brass collars demanded speed and more speed.

Engines and crews were changed at Grand Island. Then on into Omaha in two hours, 29 minutes, averaging 63 mph. After that, a hurried run to Council Bluffs, where extra security was set up because of the memory of the $3 million mail robbery a few years earlier. The changing of loco-

Asahel Curtis photograph, courtesy of Lucius Beebe
Silk train wheeled by No. 50583 of Chicago, Milwaukee & St. Paul Railway.



motives, crews, and armed guards was dramatic. Two officials, one from the UP, the other C&NW, walked alongside the cars, flanked by the guards, scrutinizing each baggage-car seal. Then the North Western took over.

Eleven hours later the silk was in Chicago. It had beaten the time of the great *Overland Limited* by nine hours! At Chicago, the hotshot was delivered to an eastern road for a 25-hour dash to New York.

Within that same ten-day period three other "silkers" left San Francisco for the race to the Windy City. All four made unexpected bursts of speed. It was, the Omaha *News Bee* noted, the Union Pacific's bid for "the raw silk traffic across the western half of the continent." Watching that contest, the newspaper stated, were "the Northern Pacific, Great Northern, Canadian Pacific, and Santa Fe, great railroads all, watching anxiously to see whether or not their rival would be able to set new records."

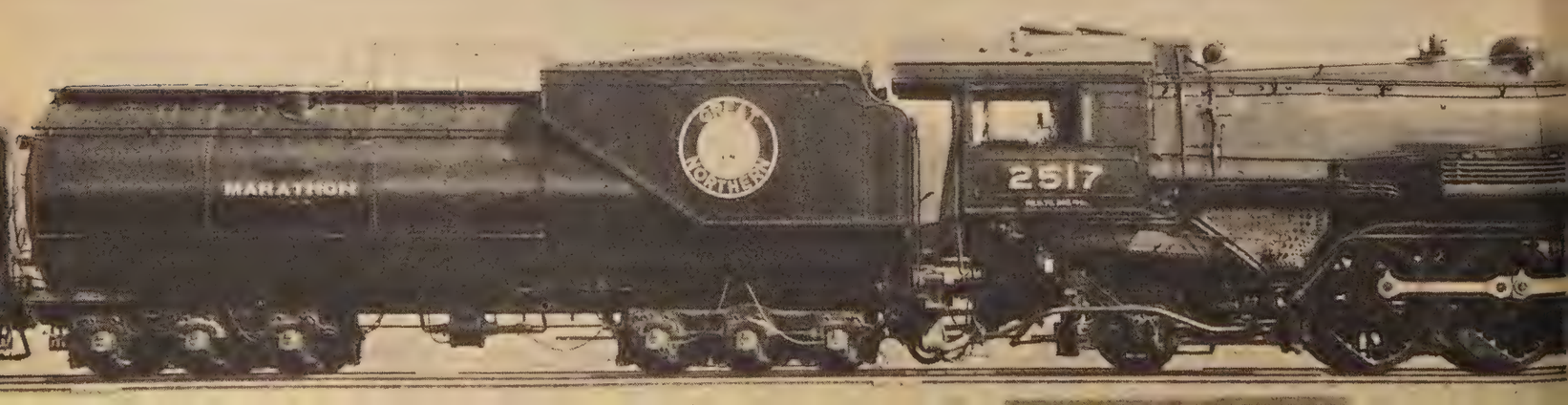
THE GREAT NORTHERN scheduled 307 silk runs between 1925 and 1932, their peak period for that commodity, but made others as early as 1922 and as late as November 25, 1933. But the most impressive trips were those of two trains in 1924. The first one, consisting of 10 baggage cars and one coach, left Seattle docks at 1:05 p.m. on August 13th and arrived in St. Paul at 6:33 a.m. on August 15th. Total, 39 hours, 20 minutes, for an average speed of 45.2 mph, including stops. Train No. 2, comprising 9 baggage cars and one coach, covered the same distance a day later in 38 hours, 50 minutes. Both ran faster than the *Empire Builder.*

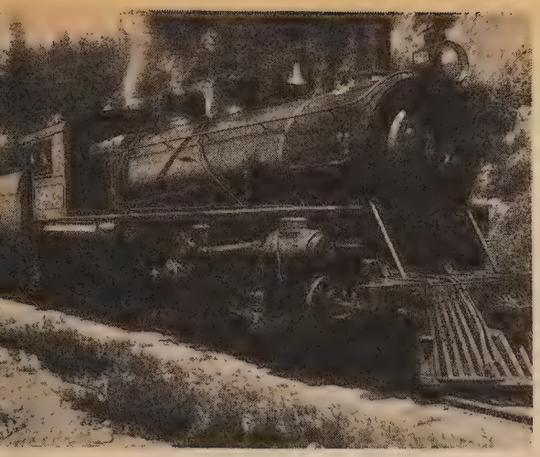
These runs were given nation-wide newspaper publicity. Pretty girls clad in silk dresses or bathing suits posed atop boxcars, silk bales, and engines for photographers. Three such photos are shown on pages 17 and 19. Silk was transported from Yokohama to New York, 7,397 miles over water and land, in 13 days, 4 hours, and 25 minutes, including transfers. The Great Northern claimed to have the maximum advantages for handling silk because the route via Seattle is the shortest line from the Northwest to the East and has the easiest grades.

On September 27, 1925, the GN established a global record for long-distance travel with a mammoth oil-burning locomotive, No. 2517. This giant took 18 cars loaded with $5 million dollars' worth of silk from Seattle to St. Paul in 52 hours and 35 minutes—five hours faster than the schedule of the *Oriental Limited!*

Instead of putting the 2517 to bed in a roundhouse, General Manager C. O. Jenks decided to show the world how much reserve power she really had. So he immediately had her coupled onto another GN train, the *White Flyer,* which was then the nation's fastest long-distance mail train, for another great performance. Back she went to Seattle, which she reached on time, although she had been delayed 20 minutes by mail connections from Chicago.

Thus she had run continuously for 3,700 miles with no stop except to take on engine crews, fuel oil, and water. Ordinarily, locomotives were changed thirteen times between Seattle and St. Paul, a distance of about 1,850 miles, but this one wasn't. However, she had a total of 24 engine crews on the round trip. The ordinary run of a steam locomotive was 150 to 200 miles, which is an average division. The next longest continuous run of an engine until that time was between Chicago and New York, nearly 1,000 miles. The silk cargo of half a million pounds that No. 2517 hauled came from Japan and was destined for London, England. The entire train weighed some 3,000,000 pounds, and the engine and tender 617,800 pounds. Thus in setting the new record she pulled nearly four times her own weight, and without mechanical attention. No. 2517, Class F-2, and 94 feet 8¼ inches from pilot to tender, held 5,000 gallons of fuel oil and 12,000 gallons of water, and had eight driving wheels, 73 inches





These two pages show several of the engines used on GN silk specials. No. 1706, Class K-1, was 4-4-2. Nos. 1443 (above) and 1490 (right) were Pacifics, H-4 and H-5 classes respectively, all speedy.

in diameter. Said the last engineer of her round trip, speaking with pride:

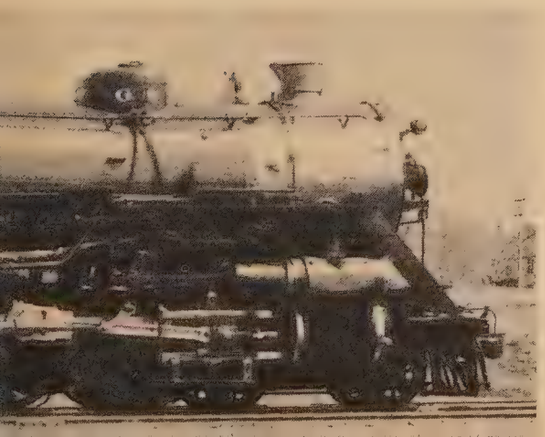
This record ought to set at rest any ambition which the automobile world may have of ever seeing the motor truck become a real competitor for the long haul.

SILK trains had relatively few mishaps. The only noteworthy wreck occurred on the CP's Cascade subdivision between Haig and Yale, B.C. While rounding a curve near milepost 27, the fifth car from the engine jumped the track and sank into the Fraser River. Three or four cars followed but stopped short of the river. One broke open at the water's edge, and bales of the precious silk, both raw and manufactured, went floating downstream. After much delay, the other cars were rerailed and the train proceeded. This was known as the Million-Dollar Wreck, but there were no casualties.

Each bale bore its own distinctive markings and the waybill showed into which car it had been loaded. The accident provided a welcomed addition to the low income of Indians living in the vicinity of Hope. Paddling out in canoes, they rescued floating bales, for which they received a reward of $10 per bale. Later, a couple of squaws were seen wearing silken garments, presumably salvaged from the wreck.

Mr. Tonks, the Kamloops day operator, recalls that a diver was sent down into the river at the spot where a car had disappeared but could find no trace of it. One report said that the diver descended about 90 feet to the edge of an underwater ledge, from which he dropped a plummet line 160 feet long without touching bottom, indicating that the river was very deep, although the swift current could have carried the line forward instead of letting it go straight down. No bale from the sunken car was ever recovered. Bales from the broken car kept turning up now and then for months afterward.

On one occasion the Canadian Pacific owed the village of Port Arthur, Ont., about $14,000 in taxes on railway property. This sum had been accumulating for several years. The company sought tax exemption because it had brought certain advantages to the community. William Beaver, the tax collector, replied that an exemption might be arranged if the railway would route all its freight via the Port Arthur docks instead of diverting part of it to Fort William, a rival new settlement springing up to the



No. 2517, named *Marathon* because of her speed, shown in photos at the bottom of these 2 pages, set global record for long-distance travel with silk and fast mail.

All pictures on pages 22 and 23 from Great Northern Ry.

The Silk Train

Highball! Highball! She is on her way,
Out of the yards in the twilight gray,
Gathering speed at each turn of wheel,
Pounding impatiently, over the steel,
Her headlight dimming the light of the stars
That, wondering, gaze on the thundering cars.
Clear of traffic the rails tonight,
For nothing may dare delay the flight
Of a train of silk from Frisco.

Pounding hard up the mountain steep,
Drifting down through gorges deep,
Making the walls of the cañon ring,
As the shriek of the whistles goes echoing.
Highball! Throw the levers, the tracks are clear.
The precious cargo is near—is here!
The mountains crossed, her dangers done,
She throbs with pride at the end of the run—
A train of silk from Frisco!

Author Unknown

Union Pacific special arriving at Pocatello, Idaho, with four cars of raw silk and a coach for the crew. Most silk trains were longer. One, on the Canadian Pacific, in two sections, had 21 cars of silk.
Arthur Peterson collection

west. William Van Horne, then president of the CP, would give no assurance on this point.

At length the village got tired of waiting. A silk train was being routed to the East through Port Arthur. When it stopped there to change crews and take on water and coal, Mr. Beaver seized the engine and chained her to the rails. "We're holding this engine as hostage," he said, "until the overdue taxes are paid."

Railway officials quickly agreed to pay and offered him a check drawn on their home office. This the collector refused to accept, demanding cash. A hasty inventory of Port Arthur's one and only bank disclosed a mere $12,000. Mr. Beaver wouldn't take that, either. "Pay in full!" he insisted. Finally the CP borrowed the additional $2,000 from its local employees, paid the full sum, and sent the delayed hotshot rolling eastward again.

OVER 500,000 bales of silk, valued at more than $325 million, were unloaded at four West Coast ports in 1929 and transported to the East for manufacturing. Nearly all of the silk went to New York or Hoboken, N.J., but some was consigned to Chicago, Indianapolis, and other points.

Meanwhile, an increasing volume of raw silk had been reaching the United States by an all-water route through the Panama Canal: 31,319 bales in 1928 and 116,496 the following year, 195,710 in 1930, and 351,474 in 1931. During that same period the number of bales shipped overland dropped from 522,347 to 231,085.

In a desperate effort to meet this competition, the western rail lines proposed on April 9, 1931, a one-third reduction in raw-silk rates, but the eastern roads rejected the plan.

Eventually, the rail rate was cut, but by this time it was too late. In early 1935, the amount of silk arriving in the U.S. via the Panama Canal had increased to over 90 percent of the entire movement! During the month of January, 1935, only four carloads of silk moved overland from Seattle in passenger-train service, while two were highballed east from Vancouver, one via the Great Northern, the other Canadian National. Thereafter the cargos were moved by railroad freight, which took nine or ten days to cross the country.

This slump was due to (1) the Depression having made itself felt, (2) water competition, (3) the introduction of silk substitutes such as nylon and rayon, and (4) the wage demands of railroad crew men. The American Silk Council put it this way:

Railroad employees are paid, if handling freight, on a distance basis; and if handling passengers, on a time basis. On the fast silk train, they were handling freight (on a passenger schedule) and they wanted payment on a distance (or freight) basis because the time involved was short. From the management's point of view, this arrangement, when put into effect, made the fast silk train economically inoperable.

Three years after this *impasse*, raw silk shipments from the Orient stopped abruptly. Pearl Harbor was all too near. The last silk to come in from Japan prior to the war reached the United States in June or July, 1941, and the last from China in September of the same year. After the war, some silk was flown across our continent from West Coast ports, occasionally in chartered planes, often in smaller lots carried as baggage or freight by regular passenger airliners.

For the reasons I have pointed out, the cocoons filled with live silkworms finally ceased to get priority treatment by rail in the States and Canada. A colorful era had passed into history. No longer can you hear railroad men say with pride: "Clear the way—here comes a silk train!" •

Collection Roy D. Graves, 1201 Moraga St., San Francisco 12, Calif.
Southern Pacific engine 116 waits on Oakland wharf to handle silk shipment.

Interesting Railfans No. 28

WARD KIMBALL

WARD KIMBALL is the most versatile railfan we have ever known. He invented a talking cricket, coached a chorus of singing crows, and plotted a trip to the moon—all in movie cartoons. He by-lined a book that is probably banned by every school and public library in the country. He is a railroad president and an amateur astronomer. He collects vintage automobiles and other Americana, plays the trombone, and is a licensed airplane pilot.

Said Ralph J. Gleason, columnist for the *San Francisco Chronicle*: "Ward Kimball is a short, slight man with a face like an old-time vaudeville comic. He slaves for big money in the Disney factories in Lotusland and for ten years or so, in between building a railroad in his back yard, he has operated a Dixieland band."

Another columnist, Jim Davis, wrote in *The Parsons* (Kan.) *Sun*: "When Ward Kimball was a five-year old, he played here in the junk locomotives of a Katy Railroad graveyard. As a result, he became a railroad buff who now has three antique Baldwin locomotives in his back yard. He also grew up to be a movie director, band leader, and author."

Two important events happened in 1914: (a) Ward Kimball was born at Minneapolis on March 14th and (b) an Austrian archduke was assassinated June 28th. The world has not been the same ever since.

On approximately the same date as the Battle of St. Mihiel in France, the subject of this sketch, then four years old, touched a locomotive for the first time, the engine being a 4-4-0 and the place being the Frisco depot at Parsons. "Frequent trips to the Parsons waterworks," Ward recalls, "where the *Katy Flyer* used to roar around the curve with much smoke and whistling, also were a contributing factor to my early love of railroads."

Later, back in Minneapolis and aged seven, he started on a collecting spree that he'll probably never outgrow: Cigar bands, streetcar transfers, and tin toy trolleys. (What was there about Minneapolis that gave residents the trolley bug? Frank P. Donovan, No. 19 in our *Interesting Railfans* series, chartered a Minneapolis trolley for his wedding party and wrote transit articles for *Railroad Magazine*.)

Luckily, Ward had other interests. He took to drawing steam locomotives and he fell for a correspondence course in cartooning. In due time he enrolled at Stanford U. but didn't care much for college. Someone has said that "College is the place where pebbles are polished and diamonds are dimmed." Ward avoided both possibilities by winning a scholarship to the Santa Barbara Art School, quitting Stanford, and studying art.

After two years of painting trees, barns, and nudes, the lad decided he was pretty good. He was then twenty. Taking his nerve into both hands, he asked Walt Disney for a job. Disney had recently opened a studio to make Mickey Mouse cartoons for the movies and he needed animators. He looked at Ward's stuff and said, "You start here tomorrow morning at nine."

Ward was elated. He was then the youngest animator on Disney's staff. An animator, in case you don't know, is one of the artists who draw the sequence of pictures that, when photographed and flashed on a screen, make a cartoon *move*. After doing this work for some time and occasionally writing scripts, Ward was promoted to the job of designing and directing short movie cartoons. One of these, *Toot, Whistle, Plunk and Boom,* won an Academy Award. Today he is a top animation supervisor on the Disney totem pole.

"This wonderful world of cartoons and live action," says Ward, "has never seemed to me like hard work. I love it."

When Disney embarked on television programs, our No. 28 Railfan was put in charge of *Tomorrowland* segments, including the space travel series, one of which won a TV Emmy Award. And when that fabulous amusement resort known as Disneyland was being planned, Ward served as railroad technical

Three-faced Ward Kimball, owner and president of Grizzly Flats Railroad, wearing a GF conductor's cap. The lower two portraits were shot through a cinemascope lens, first twisted vertical, then twisted horizontal, like a mirror maze.

With Ward Kimball firing, Walt Disney highballs the *Emma Nevada* over the "main line" of the Grizzly Flat Railroad.

advisor, seeing that everything on the Disneyland Railroad was as authentic as possible. For reference material he used his large collection of old railbooks and files of *Railroad Magazine.*

"It thrilled me," he recalls, "to watch all this wonderful equipment come to life and made me feel rather important to be part of the planning."

In the late '30's, with the economic independence of a steady, well-paying job, he began building oldtime railroad models in ¼" scale as a hobby. His layout was pre-1890. No kits—everything built from scratch. He put in week-ends tracking down equipment, measuring, and drawing.

In 1934 he began dating a personable young blonde named Betty Lawyer, a color consultant at Disney's, and he married her in '36. Ward spent many *daylight* hours of his honeymoon on detailed drawings of Virginia & Truckee equipment. (Betty must have *loved*

Railfan No. 28 has a choice collection of antique railroadiana, including a rare German porcelain china four-wheeler, a spoon of the 1890's, a teacup of about 1830, a beer stein which says (in German), "With full steam ahead, all the time, for king and country," and a shaving mug of the 1880's. He also has a nostalgic lot of American and foreign toy locomotives and trains.

that!) Today, in spite of all this, they have two daughters, Kelly, 25, and Chloe, 18, and a son John, 23, as well as a granddaughter.

We asked Ward about the Grizzly Flats Railroad that operates on the three-acre "back yard" of the Kimball home on a quiet, tree-lined street at 8910 Ardendale Avenue, San Gabriel, Calif. Apparently it all started with the news that the Southern Pacific's narrow-gage at Keeler, Calif., was going to burn up its antique coaches.

"Betty and I rushed up there," he says, "and found that they wanted only $50 for an old coach. So we bought one, with the idea of turning it into a railroad museum behind the house, and we picked up enough 35-pound rail to rest it on.

"My original idea for a railroad museum was expanded when I learned that the Nevada Central, another narrow-gage line, was planning to sell its old steam engines to Japan for scrap. I purchased one of them, the *Emma Nevada,* for a mere $400."

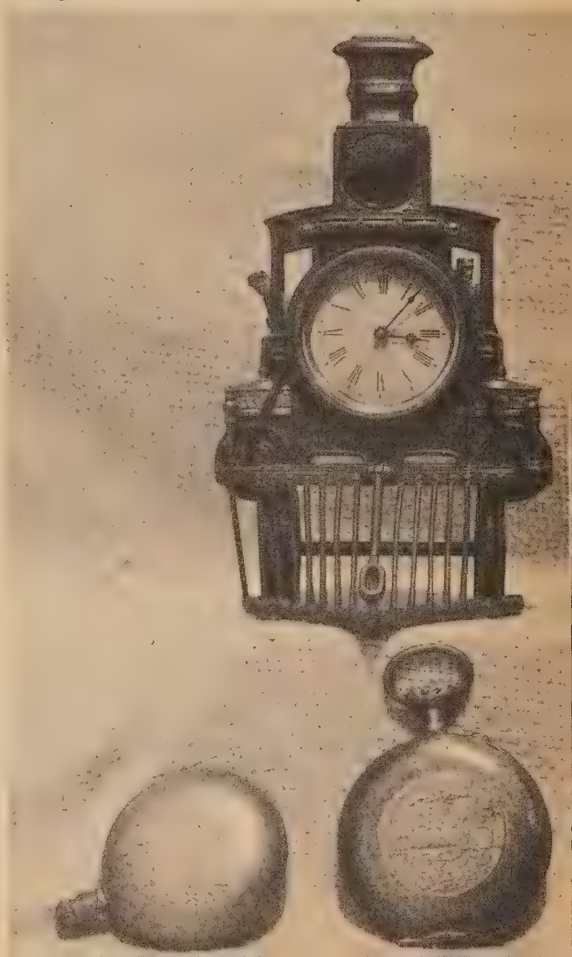
She was No. 2, a Mogul, the last motive power to run on the NC, her final job having been hauling flatcars with scrap rail to Battle Mount, Nev. Baldwin had built her in 1881, construction number 5575; cylinders 13x18″, weight 44,000 pounds, drivers 41″ in diameter, and wheelbase 17′1″.

The freight bill for hauling her to Los Angeles in a gondola was $450. Before being unloaded, she was given a rigid inspection in the SP shops. They checked her injectors, lubricators, and 8″ air pump, and set the pops at 100 pounds, instead of 135, for reasons of safety. A truck then moved her to the Kimball homestead.

More track had to be laid. Track-laying is not a one-man job. But Ward Kimball was foxy. He'd read in a Mark Twain book how Tom Sawyer was given the irksome task of white-washing a long fence. Instead of doing the job himself, Tom convinced the boys of the neighborhood that they

Ward Kimball and one of his favorite artists, Salvadore Dali, "the Father of Surrealism in Painting," ride Walt Disney's 1½″ scale railroad in Holmby Hills, California.

Also in Kimball collection are clock dated 1885 and watches, one at right being a hundred and ten years old.



This scene gives you some idea of the work involved in restoring an old narrow-gage Mogul, the *Emma Nevada*, which Kimball bought from the Nevada Central for $400, plus $450 shipping cost. Another restoration: SP narrow-gage coach, at right.

could have fun by helping him—and they fell for his "line." By volunteer help, the fence was whitewashed with very little muscular effort on Tom's part. What Ward Kimball did, conniving with Betty, was to throw periodic tracklaying barbecues to induce friends and neighbors to assist. It worked. Today, the Grizzly Flats boasts 950 feet of "main line," thanks partly to outsiders.

"In those days," Ward tells us, "San Gabriel was largely citrus-ranch country. Some of the neighboring farmers used to stand in front of our home and wonder what was going on back there. It must have been strange for them to watch puffing steam engines move back and forth behind the house, apparently with no place to go.

"Betty and I would invite them onto our property to enjoy what was going on. For many years the Grizzly Flats has been the scene of happy gatherings of railroad buffs, women's clubs, model fans, youth groups, school classes, and lovers of Americana in general."

Meanwhile, the 2-6-0 had to be put into operating condition. There were tedious weeks of cleaning and scraping with putty knives and caustic soda. Layers of old paint were removed from both engine and tender. When the original layer was reached, care was taken to measure all lettering and striping, and the quaint decorations were recorded on tracing paper, so as to duplicate the original exactly in the final painting.

The tender tank was sand-blasted to remove all rust, and was red-leaded. Everything cleaned on the loco also was given a protective coat of red lead. But a disheartening discovery was the finding of dry rot in the oak tender frame. This necessitated complete rebuilding of that frame, after the old one had been measured accurately. It was a long and painstaking job.

Then the well-pitted throttle valve had to be ground to insure a tight seat, and a new throttle with new packing was put into place. The broken reverse lever spring was replaced, new running boards were installed, and a new 5-foot pilot was built from old SP narrow-gage blueprints. Brass flag-holders, acorn trims, and grab railings were added.

One of the many volunteer helpers was Gerald M. Best (No. 16 in our *Interesting Railfans* series), who supplied a genuine old Baldwin oilburning headlight from a Carson & Colorado engine. Atop the sandbox was attached a quaint bronze American eagle in full flight. The old wooden cab required a maximum of bracing and refitting, a roof canvas was tacked into place, and ruby red windows etched with flowers were installed.

Next came the relatively easy paint job—three coats: engine and tender wheels vermillion, striped in gold leaf; pilot headlight domes deep carmine red, also trimmed with gold leaf; cylinders and steam chest deep green and vermillion with gold-leaf floral designs; cab olive green and Venetian red, and the undercarriage and valve motion black and red. Ward himself painted nostalgic pictures on the headlight.

The tender is black, trimmed with carmine, green, and orange, and lettered *Grizzly Flats R.R.* A bit of sentiment was added by glueing pin-up girls of the '90's above the windows inside the cab. Finally, the coach was finished in gaudy canary yellow with apple-green letter boards, maroon-trimmed windows, and gold filigree. What a riot of color!

But those jobs were little more than a beginning. Other equipment was acquired, stuctures were built. As Ward says: "Back-yard railroading is like painting the Brooklyn Bridge. You

And here is the old *Emma Nevada* as she looks today, flagship of the Grizzly Flats fleet of steam power, shown at the depot.

Genius at work: Kimball paints headlight of No. 2.

Genius at play: trombonist W.K. and Siamese cat.

Ward, as engine wiper, cleans one of his British toys, a *Royal Mail* loco.

Fireman Kimball and Lucius Beebe in Virginia City. (Beebe and Charles Clegg have just written a new book, Vol. 1, *The Train We Rode*, which will be published this September by Howell-North Books.) Kimball owns a full-size fire truck.

start working from one end to the other, and then you begin all over again."

Today, alone or in groups, visitors are welcomed to the Grizzly Flats Railroad. They ride the train, gape at the 1900-model windmill, gaze up admiringly at the 7,200-gallon water tower, and browse through the 1856-vintage wooden depot.

This depot, gaily painted red and orange, is authentic in every detail. Actually, Ward designed it for a Disney film and later salvaged it from a set at the Disney Studios. It now houses one of the nation's finest displays of railroadiana—buttons from passenger trainmen's uniforms, switch locks and keys, old dining-car menus, passes, tickets, posters, lanterns, watches, locomotive bells and headlights, and antique toy trains.

Aside from his railroad items, Ward has other Americana. For example: a wooden "gingerbread" doll house, made about 1890, and dolls dating back to the 1850's, and character toys from the 1920's representing celebrities of their day.

Down at the south end of the yard you can see the enginehouse, also built by Ward with friends' help. Inside stand the *Emma Nevada,* that 20-ton coalburner, and coach No. 5, built in 1873, the SP's last narrow-gage passenger car and two sugar-plantation steam engines from Hawaii: the *Chloe*, which Ward acquired in 1948 and named for his younger daughter, and the *Olomana* (Big Noise), owned by "Jerry" Best. Guarding the grade crossing near the family garage is a Pennsy-type watchman's shanty of the 1870's, and beside the depot you can't miss the big, old hand-operated target-stub switch, a V&T relic.

Among other equipment is a 40-foot boxcar, a 40-foot side-door caboose from the old Pacific Coast Railway, and a 3-foot-gage handcar from the same line. Most active piece of equipment is a Colorado & Southern push-car, which is used to haul rails and ties. A wooden baggage truck came from the now-extinct Tonopah & Tidewater.

The Grizzly Flats Railroad has been featured in countless newspaper and magazine write-ups, including one in *Life*, and nation-wide on TV.

Ward also has a fire truck, together with fire helmets and red shirts for each member of the family to wear while riding it. Once, by chance, they even went to a real fire—and more people stopped to look at them than

The *Chloe*, named for the Kimballs' younger daughter, was originally the *Pokaa*, pictured below, a sugar plantation engine from one of the Hawaiian Islands. Ward acquired her in 1948 and, with the help of friends, gave her a thorough overhaul.

It's fun to play engine crew; Betty and Ward as they looked twenty years ago.

at the blaze. There'd been a birthday party for one of the Kimball youngsters, and Ward was taking his guests home on the fire truck, which also pulls an antique before-the-turn-of-the-century steam pumper. They heard the modern counterpart coming down the boulevard and turned down a side street to get out of the way. The Los Angeles County fire truck turned down the same street, and before Ward could escape, his vehicle was hemmed in by hundreds of feet of hose.

Personally, Ward is of average height and weight, with hazel eyes and a developing bald spot. He keeps physically fit by doing Yoga nearly every day, including five minutes of headstanding. Also swimming, tennis, and badminton. Sleeps about six hours a night, naps briefly at noon.

Like most of the *Interesting Railfans* in our series, he never smokes, in this case influenced by the bad example of his father having been a chain smoker. Betty doesn't smoke, either. In fact, Ward Kimball never liked to go out with a girl who smokes.

Now and then he lectures on space, art, and movie-making, and has made many TV appearances. The dozen LP albums featuring his "Firehouse 5 Plus 2 Dixie" jazz band are sold all over the world. The Kimballs are animal lovers. Their menagerie boast two Siamese cats, two finches, one lizard, three Mallard ducks, two Coral King snakes, and even a sweetwater Japanese crab.

Ward's pet peeves include phoney politics, insurance salesmen, steam-or-nothing railfans, unchained police dogs, freeway traffic, newspaper society pages, and the dearth of controversial or stimulating TV programs. Politically, he is "slightly left of center."

Says he: "I love long periods of silence: no noise, no talking, no TV, no radio. My favorite relaxation is to stretch out on a hot sandy beach and watch the crowds, seagulls, and girls go by."

His memberships include the Railway & Locomotive Historical Society, four other railfan groups, and four unions in the entertainment field. Ward likes to clown. His sense of humor is sharp, often sardonic.

Last year a 64-page book of his was published, *Art Afterpieces,* that consists of page reproductions of classic paintings by old masters in full color, each picture deftly retouched to give it a saucy or sophisticated slant. For example, Titian's *Allegory,* painted about 500 years ago, shows a Medieval gentleman looking down over a naked woman's shoulder; Kimball slyly injected a $10 bill into his hand. The retoucher also made *Whistler's Mother* watch television and gave *Mona Lisa* a modern hair-do. Such outrages would never be forgiven by art lovers of the old school, but modern devotees find them diverting. *Art Afterpieces* may be seen on pocketbook racks all over the country.

Railfan No. 28 likes to play around with modern art, too, but not the sort that the average person fails to grasp. "I do mechanized paintings," he says, "that are built with moveable parts." One of them, *Beauty Machine,* is the pliable portrait of a girl which can be made attractive or not by moving her eyes and lips a fraction of an inch.

"Kimball is an uncommon man to begin with," comments the *Independent Star-News* of Pasadena, Calif., "so nothing which rolls out of his workshop surprises his friends and colleagues."

Says Ward, "I'm the kind of guy who likes to cram as much as possible into every 24 hours." •

In addition to other Americana, Ward collects buttons from trainmen's uniforms. These specimens date from 1850 to 1900.

Chicago & North Western 397, photographed in zero weather.

Steam Engines and Zero

by James M. Fabian

EVERY year, as news-disseminating media tell of the nation's frigid weather conditions, I am reminded that my most most vivid childhood recollection of winters in the Midwest are of sub-zero days and railroad steam locomotives.

I regret that my children know nothing of the beauty, rhythm and excitement that can be triggered by this unseemly duo, for their southern California arena is devoid of both sub-zero days and steam locomotives—at least the operating type.

Why connect steam locomotives with zero weather? Primarily because steam locomotives, quite unlike most machines, behaved magnificently on extra-cold days.

They stood up to the bitterness of the weather with exuberance and a forthright demeanor; they didn't appear sluggish and difficult to get under way as did automobiles, they didn't slip and side and bounce over chunks of snow as did buses and trucks; but rather they defied the crippling temperature, skimming along on their iron rails quite as they would have done in summertime.

In thus standing up to the elements, steam locomotives put on a pretentious display of might and beauty. While their presence would not evoke a glance in their direction during ordinary weather (except from a loyal railfan like me), the hissing sound of escaping steam, the throaty chuff of exhaust, and the magnification of all associated sounds by the chill air made them major attraction on cold mornings.

I have always been addicated to the behemoths of the rails in any season, but now, having to put up with zeroless winters and honking diesel locomotives (even those are scarce in much of Los Angeles), I have a yearning to try to instill in my boys' imaginations the exhilaration inspired by steam engines as they reacted to bone-chilling cold.

First, they must realize that winter days in Illinois can be surprisingly beautiful or depressingly drab.

It wasn't necessary for me to consult a thermometer to determine if a sub-zero day was on hand. I could tell by listening to the steam locomotives of the Chicago & North Western Railway as they worked up power prior to picking their way out of the nearby yards for their morning commuter runs into Chicago.

If the sound of hissing steam was unusually crisp and clear, if the shrillness of a train whistle ricocheted off the clapboard house like a rifle report, if the clanging of a locomotive bell sounded as though it had tolled right outside the window instead of half a mile away: there were sure signs that we had been presented with a batch of cold Canadian air, sending the mercury down to a healthy minus figure.

On mornings when I had nothing better to do than stay in bed and be grateful for the warmth provided by the covers, I took mental note of train departures.

As each train left the yards it would negotiate the crossovers of two other railroads bisecting the community. This provided an opportunity to count the number of coaches on each train by totaling the unique clatter-sounds that filtered through my ice-coated bedroom window—two clatters per coach (one for each set of wheels)—and dividing by two.

If I had early morning duties in the business district I could watch locomotives coasting into the station where groups of snugly dressed office workers reading morning newspapers exhaled

Both photos from Chicago & North Western Ry.

James Fabian has nostalgic memories of winter on the Chicago & North Western.

An artist's conception of Yuletide in Chicago in 1848 in the days of woodburning locomotives and wooden-bodied coaches.
Old print from Chicago & North Western Ry. historical collection

visible breaths as they waited to mount the steep steps into lukewarm coaches.

During the momentary stops, the engines often enveloped themselves in clouds of white steam made brilliant by the rays of a seemingly icy sun. After the conductor's go-ahead signal, impatient engineers spun the huge driver wheels attempting to get the trains on their way quickly in keeping with the advertised schedule.

Each chuff of exhaust sent clouds resembling miniature atomic blasts cascading into the hard air, as though to illustrate the staccato barks made by the engines as they gained momentum to move swiftly toward the viaduct spanning the ice-choked river at the edge of town.

After all the commuter trains had left for Chicago, carrying about a third of the population of the town with them, quietness settled down on the community.

But along about noontime, a spunky steamer, C&NW 1407, poked her round riveted nose across the viaduct with a short string of freight cars in tow, knotted at the end by the inevitable caboose. Now that the main line was clear, there was time to do a little switching of freight cars, with the corner lumber yard the immediate center of operations. At first glimpse of the locomotive I would vacate my warm window seat at the family printing establishment for a brisk walk to the corner to act as self-appointed overseer.

A section of spur track, often buried in snow, descended in an arc from the main line into the depths of the yard, its two slim rails disappearing beneath a huge green wooden gate that was closed to all traffic but that brought in by 1407. I was the only youngster in town who delighted to meet the sooty freight engine as she worked the yard, removing empties and depositing hopper cars filled with snow-topped coal or boxcars laden with lumber.

And I was the only person in town to experience the excitement of standing as close to the track as safety permitted to watch the huge identifying numerals on the rear of 1407's tender grow yet larger as the locomotive backed down the track toward me, inching her way

past to clear the gates and enter the yard.

Wisps of steam from the boiler moistened my forehead and the low-slung firebox filled with hot coals cast a momentary glow of warmth my way as the heavy locomotive ground by. The cant of the curved track made 1407 appear to be towering over me and my youthful imagination told me I was experiencing the height of adventurous living, standing in the shadow of this powerful monster. The squealing wheels of the locomotive added din to the occasion, making it sound as though 1407 was complying with the engineer's demands under considerable protest.

Returning uphill to the main line, 1407 had to have the traction-giving assistance of sand that trickled down from a tube that connected with a camel-like hump atop the engine. Throaty chuffs and clanking piston rods testified to an ample reserve of power that made steam such a popular worker for so many years.

Before the afternoon grew very old in wintertime, evening and shadows—along with the first of the returning commuter trains—entered town. Locomotives returning after dark presented a different picture from that of their early morning counterparts. The crispness of sound was intact, but the appearance of warmth previously exuded by the steamers at the head end now came from the illuminated windows of the coaches.

The stark white beam of each locomotive's headlight shining on the snow accentuated the utter cold of the temperature. The unflagging weather had not conquered the cocky locomotives; for deep inside each one the fires still roared, heating quantities of water into powerful steam to not only haul the trains, but heat the coaches as well.

The partial loss of luster on the part of returning locomotives was due to the fact that my town was the final stop for a number of the trains. After the last commuter had detrained and sprinted to a nearby bus, the train's usefulness ended for that day. Its only further duty was to roll to the storage yard to be cleaned and serviced. The engine was turned on the turntable to face cityward in preparation for the next day's work. Then came the long, cold, quiet night of inactivity, while engineers, crewmen, and passengers relaxed in warm homes.

Thus the locomotives weren't made to leap away from the station; rather they softly chuffed off, making no exhibition of their might or impertinence. Red warning lights on the rear of the last coach of each train slowly receded from sight as they rolled out of the station to be engulfed in the stinging black cold.

During the night the weather renewed its relentless grip on the community, but first thing in the morning, upon awakening, I could always hear the once-more impatient steam engines hissing and clanging, eager to be off on their runs into the city. As I lay in bed I counted the number of coaches on each departing train as it clattered over the crossovers, pulled by steam locomotives made doubly exciting to a young boy by the peculiarities of sub-zero weather. ●

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Shortlines of Kansas

Locomotive rosters compiled by Sy Reich

Garden City Western Railway

RR. Class	Road Nos.	HP	Builder	Bldrs Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
——	101	330	Whitcomb	45-ton	B-B	22,500	90,000	1949	1
——	201	600	GM-EMD	SW1	B-B	49,500	198,000	1952	
——	202	600	GM-EMD	SW1	B-B	49,500	198,000	1949	

Hutchinson & Northern Railway

——	1	?	GE	404-E-60	B-B	15,000	60,000	1926	3
——	2	?	?	?	B-B	25,000	100,000	?	3, 4
——	3	?	GE	——	B-B	37,500	130,000	1948	3, 5

Kansas City Terminal Railway

40	40	660	Alco-GE	S1	B-B	58,200	194,000	1940	6
40	41-44	660	Alco-GE	S1	B-B	59,400	198,000	1941	6
50	50	900	Alco	HH 900	B-B	69,000	230,000	1938	6
50	51-59	1000	Alco-GE	S2	B-B	69,000	230,000	1940-49	6
60	60-61	900	GM-EMC	NW	B-B	63,200	252,900	1938	7
70	70-79	1200	GM-EMD	SW1200	B-B	60,940	246,760	1964	

Kansas, Oklahoma & Gulf Railway

——	751-754	1500	GM-EMD	F7A	B-B	?	?	1949
——	755B-756B	1500	GM-EMD	F7B	B-B	?	?	1949
——	801-809	1500	GM-EMD	GP7	B-B	?	?	1952-3
——	1001	1000	GM-EMD	NW2	B-B	?	?	1949

Leavenworth Depot & Railroad (owns no equipment)

Midland Valley Railroad

——	151-154	1500	GM-EMD	GP7	B-B	?	?	1953	8

Northeast Oklahoma Railroad

——	253-257	500	GE	?	?	?	?	1939-43	9
——	601	1000	Cummins	?	?	?	?	?	10
——	703-704	1000	Alco-GE	S2	B-B	58,100	230,000	1946-7	11
——	705-706	1000	Alco-GE	S4	B-B	58,100	230,000	1950, 2	12

Wichita Union Terminal Railway (owns no equipment)

Rosters based on data from traffic mgr. of GCW, gen. supt. of H&N, master mechanic of KCT, sec. of LD&R, supt. of transp. and equipment of NEO, and supt. of WUT, and are generally accurate as of 3rd quarter, 1964. For roster purposes, a shortline is defined as a common-carrier railroad listed in either the Official Guide or the Pocket List of Railroad, or both, with a route mileage of less than 400.

Locomotive builders: GM-EMD, General Motors, Electro Motive Division; GE, General Electric; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric; GM-EMC, General Motors, Electro Motive Corp. Numbered notes:

(1) GCW 101 sold to Ventura County Ry. in 5/62, renumbered 3.

(2) GCW 202, ex Chicago Short Line 201, purchased in May, 1962.

(3) 600-volt steeple-cab electric locomotive.

(4) H&N 2 purchased in 1928 from St. Louis Public Service Co.; scrapped in 1962.

(5) H&N 3 purchased 3/59 from Kansas City Public Service Co.

(6) KCT 40-44, 50-51, 54-56, and 60 scrapped in 1964.

(7) KCT 60 scrapped; 61 rebuilt by GM-EMD in 1952 to 800 hp., 56,840 lbs. of tractive effort, weight of 230,915 lbs.

(8) MV 152-153 rebuilt to GP9 (mod) in 1958.

(9) NEO 253-254 sold to Louisiana Southern Ry.; 255 sold to Iron & Steel Products; 256 sold to La Salle & Bureau County, renumbered 7; 257 sold to Pan American Engineering.

(10) NEO 601, ex Fort Worth & Denver 601, purchased in 1942; scrapped in 1946 by Iron & Steel Products.

(11) NEO 703-704 renumbered 295-296 in 1964.

(12) NEO 705-706 renumbered 297-298 in 1964. ●

FERROCARRIL DEL SURESTE

Locomotive roster compiled by Sy Reich

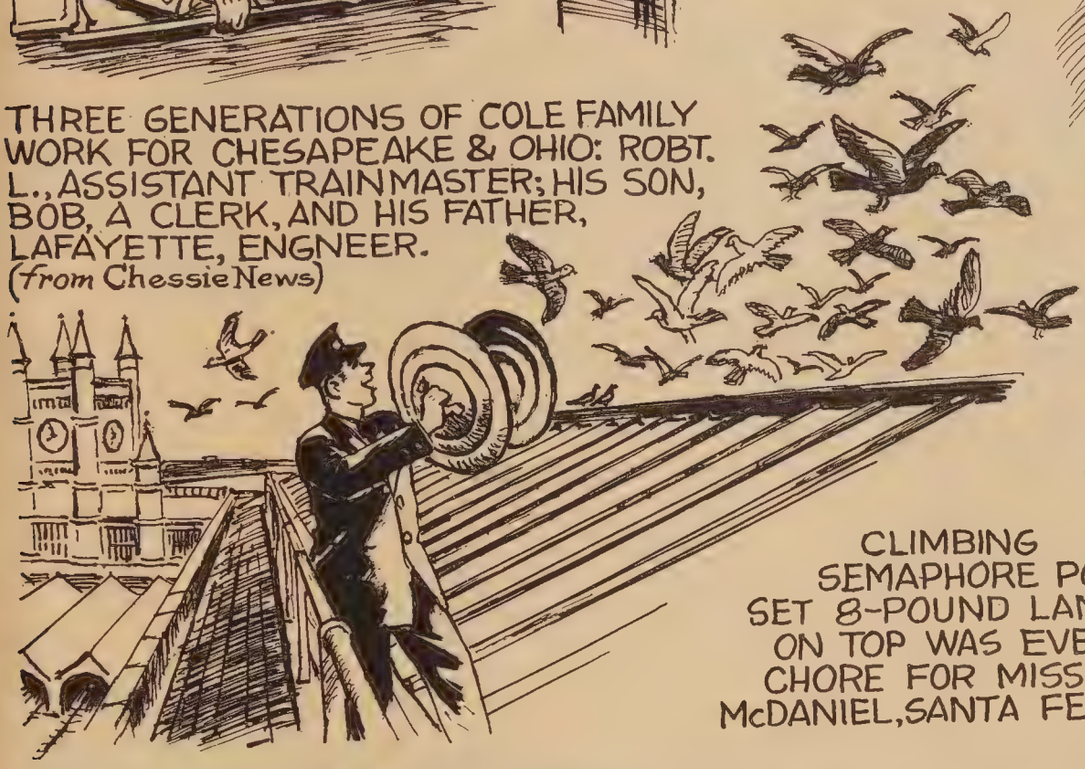
Railroad Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date
BB-208/208	7121-1 thru 7121-4	1500	Alco-GE	FA-1	B-B	42,500	208,000	1949
BB-218/218	7121-5	1600	Alco-GE	FA-2	B-B	52,500	218,000	1950
BB-220/220	7121-8 thru 7121-13	1600	Alco-GE	FA-2	B-B	52,750	220,000	1952
BB-230/230	7133-1 thru 7133-2	900	Alco Pr.	S6	B-B	69,000	230,000	1956
BB-130/130	7141-1 thru 7141-2	?	?	?	B-B	18,000	130,000	?
BB-88/88	7142-1 thru 7142-5	380	GE	44 ton	B-B	13,000	88,000	1945
	Three other units	?	?	?	?	?	?	?

Roster, based on data in an employees' timetable and from personal observation, is generally accurate as of third quarter, 1964. Locomotive builders: Alco-GE, American Locomotive Co.-General Electric; Alco Pr., Alco Products; GE, General Electric. One unit of the first three lines was originally Ferrocarril Chihuahua al Pacifico 500, then sold to Ferrocarril Sonora-Baja California, and finally sold to Ferrocarril del Sureste. ●

ALONG THE IRON PIKE

by Joe Easley

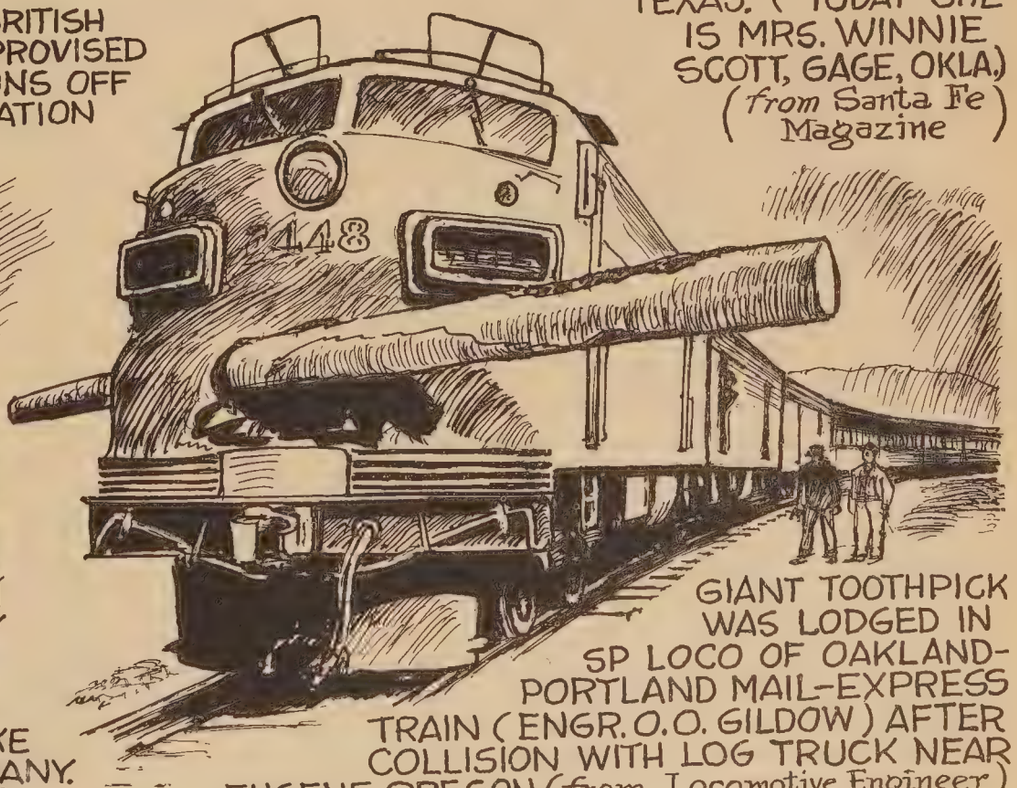
THREE GENERATIONS OF COLE FAMILY WORK FOR CHESAPEAKE & OHIO: ROBT. L., ASSISTANT TRAINMASTER; HIS SON, BOB, A CLERK, AND HIS FATHER, LAFAYETTE, ENGNEER. (*from* Chessie News)



ONE OF THE DUTIES OF THIS BRITISH RAILWAYS PORTER, WITH IMPROVISED CYMBALS, IS TO SCARE PIGEONS OFF ROOF OF TEMPLE MEADS STATION AT BRISTOL, ENGLAND.

CLIMBING SEMAPHORE POLE TO SET 8-POUND LANTERN ON TOP WAS EVERYDAY CHORE FOR MISS WINNIE McDANIEL, SANTA FE TELEGRAPH OPERATOR IN 1918 AT ST. FRANCIS, TEXAS. (TODAY SHE IS MRS. WINNIE SCOTT, GAGE, OKLA.) (*from* Santa Fe Magazine)

GRADE-CROSSING SIGNS LIKE THIS ARE COMMON IN GERMANY. (*from* Illinois Central Magazine)



GIANT TOOTHPICK WAS LODGED IN SP LOCO OF OAKLAND-PORTLAND MAIL-EXPRESS TRAIN (ENGR. O.O. GILDOW) AFTER COLLISION WITH LOG TRUCK NEAR EUGENE, OREGON. (*from* Locomotive Engineer)

STEAM RAILROADING IN OLD MEXICO

Ziel paid NdeM conductor $4 for 5 photo runs of this mixed train on Jaral de Progresso branch last July.
Ron Ziel, 185 Wall St., Brooklyn 5, N.Y.

Passengers with many bundles waiting in depot at Merida, Yucatan.
Philip T. Leonard

Rural Mexicans get hot water from engines to cook and wash. They'll miss the steam power. Ziel made this shot at Huehuetoca for jacket of LP hi-fi album that we reviewed in our March issue.

MdeM 2-8-0 No. 2103 (Baldwin, 1921) wheels daily mixed train on branch line between Irapuato and Escobedo. Ron Ziel will use this photo and the 2 pix he made on page 38 in new book about Mexican steam power that he's now working on.

Photo by Joe K. Parrish

Lucky engine 13, on the former Nor-Oeste de Mexico, didn't break through this timber trestle and was hauled away intact.

Steve Maguire's TRANSIT TOPICS

Aug. 14, 1955: ex-Pacific Electric interurban car awaits passengers outside Portland Traction Co. depot, Portland, Ore.
Dave Rorick, 110 S. Pacific, Oceanside, Calif.

A "NEW IMAGE" is needed to sell the idea of metropolitan rapid transit to more Americans living in congested cities. So said Robert F. Heltman of Erie, Pa., addressing members of the Institute of Electronics Engineers at a meeting held recently in Williamsville, N.Y. The speaker works for General Electric, the Locomotive & Car Equipment Division.

"In Toronto," he declared, "you see smartly-dressed people, the women in evening gowns, riding public transit for a night on the town, and this is the kind of image we need."

He showed a Westinghouse film, illustrating several co-ordinated rapid-transit systems, whereby suburban residents park their cars at outlying stations for the day and are rushed to core cities at 70 mph. (A core city is one with much commuter traffic.)

A MONORAIL may be built for a resort on Mt. Agassiz near Bethlehem, N.H., not far from Mount Washington in the White Mountains. The idea, from F. Gordon Miller, has much support. Money is being borrowed under the Federal Area Redevelopment Act and locally. The mountain is 2378 feet high, with recreational facilities on the summit. A lake near the base offers boating and bathing. In winter the place is ideal for a ski tow and other sports. If built, the monorail will go around the mountain to the top. It would be the first in the East, aside from one at the New York World's Fair.

EXIT Tom McLernon. The general manager of the Massachusetts Bay Transportation Authority was fired by unanimous vote of the board of directors. Hired in 1960, he'd often been involved in disputes with labor unions and had gotten along only slightly better with the trustees and local politicians. In cancelling his ten-year contract and $40,000 annual salary, the directors agreed to pay him a total of $121,000 over the next five years. McLernon quickly accepted the deal.

This news comes from Jim Crimmins, 5 Bonnie Dr., Exeter, N.H., who recalls that the ousted man was once boss of the New York City Transit System, during which time buses replaced all city streetcar lines. We're not shedding tears over McLernon's fate but we wonder how he can get along for five years on a mere $121,000.

NEW ORLEANS has already lost its trolley tracks on Canal Street—under a layer of concrete—but what about the remaining line, St. Charles Avenue? Hopes that the latter will continue to flourish are being dimmed by the traffic

jam at Lee Circle, where the streetcar route and dense motor traffic swirl around the statue of General Robert E. Lee. The Civil War hero became a railroad president after the surrender at Appomatox, and he probably wouldn't have liked what is happening to the rail traffic that flows around his monument.

As Otto Goesel reported in *Short Circuit Bulletin,* the monthly letter of the Electric Railroaders Association in Texas (206 Milam Bldg., San Antonio), city engineers are seeking a solution to the Lee Circle problem. A rerouting is likely. Most of the congestion is caused by motorists heading to and from a ramp leading to the Ponchartrain Expressway. Many gasoline-burners favor eliminating the time-honored trolley service.

SIX commuter railroads are asking that the Chicago Loop be given top priority in any improvements made in public transit systems with Federal funds. These six are the South Shore Line, Burlington, Illinois Central, Milwaukee Road, Chicago & North Western, and Rock Island.

They don't want public funds to help the Chicago Transit Authority to compete with them, but to improve general service to and from the business district. The six roads note that only CTA, among the mass transport systems serving Chicago, has indicated interest in direct grants from $375,000,000 in funds made available by a 1964 Federal law appropriating money to improve public transportation in cities.

The railroads offer to cooperate with CTA and other mass-transport agencies in co-ordinating services, making special transfer arrangements, modernizing facilities and distributing passenger loads to improve Loop services.

FORMERLY used in silver mining, an electric railroad was reactivated last winter to haul skiers up Treasure Mountain at Park City, Utah, about 20 miles from Salt Lake City. The snow sports fans placed their skis on flatcars and boarded old mine cars. An electric mine locomotive then hauled them through Spiro Tunnel into the mountain. Inside the tunnel, they transferred to a mine hoist that took them to the mountain top for a ski ride down the long grade. The railway trip lasted less than five minutes. As each load of skiers disembarked the train returned to pick up others.

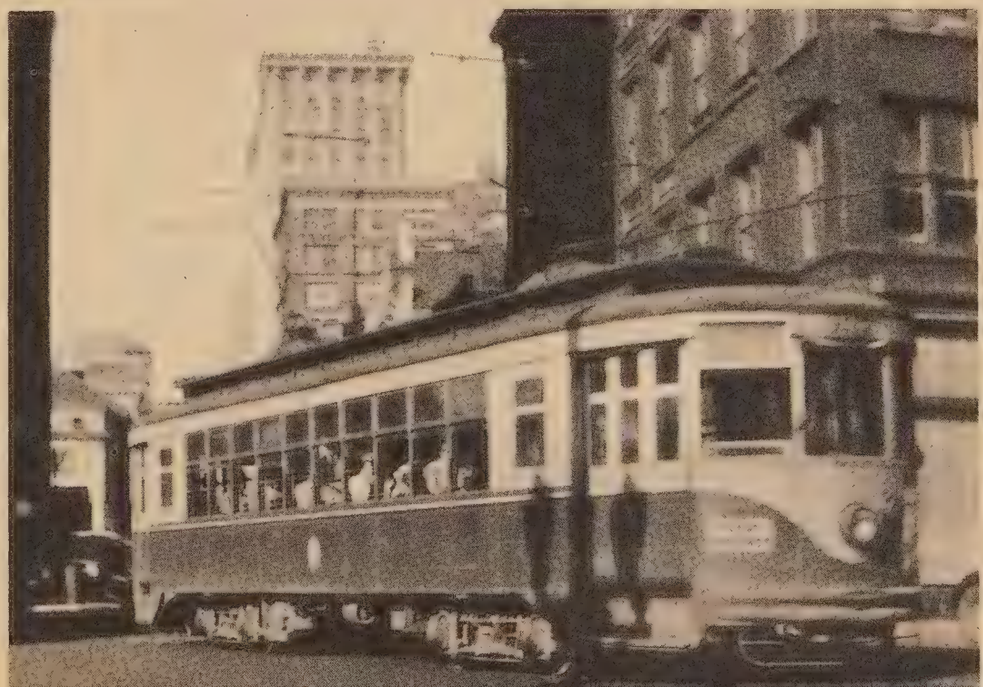
South American Lines

FURTHER news of his recent South American tour comes from Allan Berner, 871 Aberdeen Rd., Bay Shore, N.Y. This time he begins with Para-

Rose Bowl Parade in Pasadena last Jan. 1 featured flower-decked replica of a Pacific Electric interurban car from the Redondo Beach Chamber of Commerce.
Redondo Beach, Calif., Chamber of Commerce

Rush-hour crowd of passengers leaving 35th Street station of the Chicago "L."
Theodore Malott, Chicago, Ill.

Elmer J. Braswell, Jr., 1581 Melrose Drive, S.W., Atlanta 10, Ga.
Georgia Power car 997 running in Atlanta in 1946. It's now in a rr. museum.



Asuncion, Paraguay: an ancient and battered single-truck car clatters over poorly-maintained track in downtown section.
All 4 photos on these two pages by Allen H. Berner, 871 Aberdeen Rd., Bay Shore, N.Y.

Arequippa Electric Tramway Co., Peru: even sharp-eyed traction fans must look twice to recognize this car from New York City's Third Avenue Railway system. And no wonder! Platforms have been chopped off and new doors made out of windows.

Quyaqui-La Paz Railway in Bolivia: car 11 (Brill, 1907) in the La Paz yard after taking employees home for lunch.

Arequippa, Peru: car 72 is a long way from its original home. It used to be No. 501 back in Elmira, New York.

guay, a small nation under military dictatorship, and Asuncion, its capital and only large city. Asuncion's streetcar system is a single long line with one branch. Much abandoned rail indicates that this was once a busy system. Today the equipment consists largely of old, rattletrap, 4-wheeled trolleys, but some newer ones have been acquired from the Buenos Aires system, abandoned two years ago. Although the latter car-bodies look modern, even for single-truckers, they are already quite loose from riding over almost incredibly poor track.

The older cars use bow trolley collectors, while the ex-Buenos Aires trolleys have a home-made device with a rotating pipe that replaced the former poles. The outer end of the line is along the former private right-of-way of a steam line and has single track with turnouts. The days of Paraguay's last tramway line seem to be numbered.

Peru has two trolley systems: a large city and suburban network in Lima, the capital, and a smaller setup in Arequipa.

Much of Lima's service is provided by Brill-built master unit cars, bought new years ago. There are also some ex-Third Avenue Ry. cars from New York City and several Italian-built single and double-truckers. All the old wooden interurban cars built by St. Louis and Brill have been scrapped. There is not enough rolling stock left to handle the crowds.

The long suburban line to the port of Callao has catenary overhead, and the master unit and ex-Third Avenue cars using pantographs, provide service. However, the Third Avenue vehicles are unsuited for this high-speed service and are falling apart. Due to the desperate condition of the cars, permission has been given for an Italian company and General Electric to provide a new fleet of trolleybuses to be built in Italy. These will replace the whole tramway system fairly soon.

In the Andean community of Arequippa, about 30 trolleys still serve six city routes. Many are Birneys. A few are double-truckers, most of them rebuilt locally. Two are ex-Third Ave. cars. Two others came from Elmira, N.Y., but have been altered to run on narrow city streets. An unusual feature is the meat car operating daily between the slaughter-house and the central market. Arequippa's system had hoped to buy Seattle trackless trolleys a year ago and couldn't afford it, but it is possible now that they will buy Los Angeles trackless vehicles.

South America's highest traction line is the Guaqui-La Paz Railway that runs into Peru's capital, La Paz, nearly three miles up in the Andes. It is part of the English-owned Peruvian Corp. route from Arequippa to Puno and thence by steamboat across a lake and again by rail to La Paz. The entire run takes two days and two nights and costs the equivalent of $20 in our money.

La Paz is the highest capital on the continent. The last four miles of the long railway from the lake are electrified because of a steep 7 percent grade. Beyond this section, steam trains and railbuses of English construction are used.

The long upgrade into La Paz is covered by box motors built by Brill and two General Electric motors to haul the English-built railbuses whose brakes are unfit for the stiff grade. There are standard trolley poles and overhead catenary. The line also owns three handsome single-trucked, deck-roof, passenger trolleys, built by Brill in 1907 when the line was opened. These cars have never been used for public service but carry management officials over the electrified part of the line.

La Paz once had a city tramway system but abandoned it 15 or more years ago. At least three French-built trams remain in a car barn, ready for anyone who can transport them elsewhere. But La Paz is far above and away from shipping lanes.

Digging for a Subway

NEW YORK will get a new subway extension. Just a short one. But even building a short underground line has its own special problems, according to Robert Daley's report in *The New York Times*. Mr. Daley wrote that one morning last September, in a narrow hole about four feet deep at 57th Street and the Avenue of the Americas (a little more than a mile from the *Railroad Magazine* office), men digging for the subway spur came upon a 20-inch pipe that was not shown on a utility map.

They called John Saunders, project superintendent for the corporation building the six-block subway spur. Mr. Saunders telephoned the Department of Water Supply, Gas and Electricity, which began searching old records. Meantime, because the subway project could not be delayed, he set two men to chipping a hole through the inch-thick cast-iron pipe with a sledge hammer and chisel.

Says Mr. Saunders: "Traffic had to be maintained across 57th Street. We couldn't move the hole or enlarge it, and that pipe was stopping us. We didn't know what it was, or whether it was still in service or not."

Two hours later, the chisel had gouged a hole in the pipe. There was nothing in the pipe. It was not in use, at least not that day.

"Now the question was, 'Can some guy on Seventh Avenue turn a valve and put you out of business?' " said Mr. Saunders. "Later in the day the Department of Water Supply called back to say that pipe had not been connected to anything for a hundred

Fantrip on Sacramento Northern Ry. in Sept., 1956, using last open observation interurban car, ex-Salt Lake & Utah 751.
Both photos on this page by Stephen D. Maguire, P.O. Box 51, Belmar, N.J.

years. So all our worry had been for naught."

Nobody cleans up under the streets, and no one really knows what is there. This is one reason why the new spur, which extends from 52d to 58th Street, will take three years to complete and cost $7.5 million.

Another reason is that surface traffic must be maintained. This means that the work must be done in small sections, by hand rather than by bulky machines, and each working section must be covered by a steel plate or timbers over which traffic can roll.

Still another reason is that all utility pipes and wires—there are dozens of them on each side—must be connected to bypasses and moved out of the way.

The gas mains have to be run outdoors in boxes on the sidewalk, so that a simple leak will not risk a major explosion. The water pipes, exposed to New York's winter cold, have to be hand-wrapped in felt so they won't freeze.

There are the known problems, and the unknown. Every five feet, for a distance of six blocks, there is a cast-iron-and-concrete yoke that once gripped the tracks of the Sixth Avenue trolley line. These yokes weigh nearly 1,000 pounds and are encrusted by rust and the years, and they must be yanked out one by one, like removing an impacted tooth.

Every 45 feet, two red-brick pillars go down to bedrock. They are 10 feet square, and have to be smashed almost brick by brick to get them out. Once they rose into the air to carry New York's second and proudest El, the Gilbert Patent Railway, which was built between 1876 and 1878 by Rufus Henry Gilbert.

Mayor La Guardia tore the El down in 1939. The red brick pillars were leveled to the street and smoothed over with asphalt. Now these pillars plague other railroad builders.

A stream used to run out of the Central Park Lake down what was then the old Sixth Avenue. It is still under there, somewhere.

"No one knows where," says Paul Apfel, the Transit Authority's project engineer. "Let's hope it's below 35 feet, which is the maximum depth of this subway extension."

Line car of old Montreal & Southern Counties, now owned by Canadian National, is working for Quebec Light & Power beside Ste. Anne's Cathedral.

New Electric Publications

Cars of Pacific Electric, City and Suburban Cars, by Ira L. Swett, 8½x11″, 224 illustrated pages, thin cardboard binding, is the first of a set of three such books chronicling the individual histories, specifications, and assignments of the more than 1000 city and interurban trolleys that ran on the greatest interurban network of the era.

In years past the author published partial listings of PE cars. Now that the system is gone, the new books are designed to tell an enlarged and complete story. Vol. 1 covers local and suburban cars, mostly numbered 1 to 700. The photo of only one type is missing: car 27 (Brill, 1899), used on the Mt. Lowe line. Mr. Swett had this picture in his home, but on the occasion of one of his former Sunday night "open houses" for fans, a greedy young visitor stole it. As a result, this fine PE roster will never be pictorially complete. Copies of the first book are available from Ira Swett, 1416 S. Westmoreland Ave., Los Angeles, Calif. 90006, at $4 each.

Traction Fan's Directory, 1965, *has* 178 pages, 6x9″, staple-bound, illustrated, and gives complete data on many electric traction fans and modelers. It also covers all U.S. traction lines still running as well as all museum lines. For copies, write to Vane A. Jones Co., 2525 E. 36th St., Indianapolis, Ind. 46218 ($3.50).

Eastern Mass. Street Railway: Open and Closed Cars Rebuilt or Retained, a 14-page illustrated bulletin, the sixth in a series on the company's railway equipment. Featured are older boxcars and open cars obtained by EMSR from predecessor companies, also various rebuilding of open cars into closed cars. Contact Roger Borrup, P.O. Box 232, Warehouse Point, Conn. ($1).

Four new hard-cover books published in Great Britain and of interest to our readers, can be obtained from Leisure Time Books. P.O. Box 634, New Rochelle, N.Y., at prices indicated below (or at 5 percent discount if ordered through *Railroad Magazine* Book Service). Here are the four:

Modern Tramway Review, edited by J. Joyce, 96 pages, 8½x11″, illustrated, is a bound volume containing ten separate and unrelated articles on trolleys overseas. Included are trams of the last decade that ran in Blackpool, England; also Brazil; Kimberly, South Africa, where a few Brill double-trucked open cars still run; articulated trams in West Germany, etc. ($4.25).

Tramway Heyday, by J. Joyce, 128 illustrated pages, 6x9″, is the well-written story of British tramways from horse days to the present, with emphasis on the social background of the time when they were an important facility in many cities of the British Isles. There are some fine views of horsecars, steam dummies, and double-deckers. ($6.75).

World's Underground Railways, by F. Henry Howson, 128 illustrated pages, 6x9″, describes, plus photos and maps, each of the 43 subway systems in the world today, set against the background of the countries in which they operate, including both sides of the "Iron Curtain." Details of operation of each line are included. To those interested in rapid transit, this book is required reading. ($6.25).

Buses Annual, 1965, edited by R. A. Smith, 94 pages, 8½x11″, illustrated might be said to be inappropriate for this column, except that it includes 13 pages on trolleys in Leeds, England. Besides, there are separate articles on the bus system in Los Angeles, old London horsecars, Singapore buses of today, Daimler buses, Continental bus tickets, bus preservation notes for museums, etc. ($3.75). ●

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fiction classic by Bill McCarty

Baltimore & Ohio yard clerk

"Come in here!" said the yardmaster. "I'd like to speak to you."

IT'S NO fun bumping a guy from his job," reflected Marty Holden, "but it's got to be done." The young fellow sat at a desk in the office of J. W. Ramsey, general yardmaster of the B&SW waiting to break the news.

Through an open window he watched a yard clerk check the car numbers on a westbound drag pulling into the yard. Marty knew from experience that the mudhop, writing on a card, took down only the numbers; the train rumbled by too fast to check the initials also.

As the freight came to a lurching stop, the conductor swung off the caboose and handed his waybills to the clerk. Marty viewed the scene wistfully.

"I'm going to be out there again in the midst of things," he said to himself with fierce exultation, "the crash of couplers and the squeal of brakes. It's life—action—excitement!"

His mind turned to events which had made it necessary for him to assert seniority on a second-trick mudhop job. There'd been a consolidation of the Central and River divisions and a merging of the seniority lists. Several yard clerks had been dropped in the shuffle. One of them was Marty, who now saw a chance to get back on the payroll.

A week before, he had broached the matter to Mr. Ramsey, but the general yardmaster had regarded him with a fishy eye. The amount of encouragement Marty got was nothing to write home about. Nevertheless, his previous experience stood him in good stead, and in a week he had familiarized himself with the routine enough to feel that he was ready to mark up for the job. Thus Marty Holden waited, with doubt and apprehension, for Ramsey to show up.

At length the yardmaster, tall and gray-haired, strode into his office with an air of bustling importance. He walked up to the desk where the young fellow sat, and stopped short with a look of feigned surprise.

"What! You still here?"

Marty ignored the sarcasm. "Yes, I'm going to bump Carl Holtz and take that second-trick job tomorrow."

The official appeared taken aback by this announcement. "See here, Holden," he blustered, "I've made my position clear. You are *not* going to bump Holtz. That's final! With the force reduced as it is, these fellows haven't had time to teach you anything about the job." He smiled. "And if they did, they're nuts, knowing that you intend to bump them."

"I think that's the wrong attitude for you to take, Mr. Ramsey," said Marty. "Why should you care who works the job, if the work is done properly?"

"It's not a matter of personal feeling at all. I simply can't have the force disrupted by a bunch of new clerks. It isn't my fault the management consolidated divisions and threw a lot of men out of work."

"I'm not responsible for the consolidation, either, but since they've given us seniority rights out here, we're entitled to—"

"Well, you're just wasting time sticking around," Ramsey cut in. "You can't bump any of these clerks, and you might as well understand that, once and for all!"

Marty reached for his inside coat, pocket and pulled out a letter, which he spread out upon the desk.

"Mr. Ramsey," he said in a tone of quiet assurance, "when you refused to let me assert my seniority, I wrote to the division chairman of the Brotherhood of Railway and Steamship Clerks. He handled the case personally with Superintendent Brashear. This is my copy of the super's letter to you. Yours is probably in the mail now, for I just got this off Number Five before I came here."

The brass collar snatched up the letter in annoyance. "Meddling old fool!" he muttered under his breath, and read:

MR. J. W. RAMSEY,
Gen'l Yardmaster,
River Division:

Have complaint from Division Chairman James of the Clerks' organization that you refused to permit a clerk from the late Central Division to assert seniority at your post.

When the clerks' seniority of the two divisions was merged due to consolidation, it meant just that. You will mark this man up at once, or he will be permitted to claim time against you for all days held off.

Might further advise this clerk is a competent man, having served as yardmaster at various times.

I am giving him copy of this letter and you will see that he is put to work at once.

R. A. Brashear, Division Supt.

Mr. Ramsey threw out his hands in a gesture of resignation. "Well, I guess you win. Want to go to work tomorrow afternoon? All right, I'll arrange for it. Better go over and see the chief clerk while you're here. The most important part of this job is correct records. Watch your step!"

AS HE left the office, after establishing friendly contact with the chief clerk, Marty caught a glimpse of Holtz scurrying around a corner. He had seen the fellow several times in Mr. Ramsey's office and instinctively distrusted him. Holtz was a dapper little man with a tiny black mustache. His eyes were dark and slinky.

"Wonder what that guy's up to?" Marty asked himself casually, as he caught the footboard of a yard engine headed toward the other end of the yard.

Soon they neared the buildings that housed the shop storekeeper's office and storeroom. Marty dropped off the goat and walked across the intervening tracks to the office.

Pat Walker, the genial Irish storekeeper, was an old Central Division man who had been promoted to his present position long before the consolidation was effected. He had known Marty before either of them had ever thought of coming to the River Division.

"Ho, ho!" Walker responded when informed of the encounter with Mr. Ramsey. "So you slipped a fast one over on the old boy? That's great! Keep your eyes open, though."

"Okay, I will."

"Don't suppose it ever occurred to you why Mr. Ramsey was so set in keepin' Holtz on the job, did it?"

"Oh, I don't know exactly. Seemed to me he acted pretty dirty about it. Maybe you'll find out when you get to work."

Bidding good-bye, Marty hurried out through the roundhouse. He went past the drop pits, past the skeletons of engines undergoing heavy repairs, past the hissing, drumming engines on the running repair stalls toward the crew caller's office in the same building.

Near the end of the roundhouse he came upon one of the huge new Mikado types that had recently arrived from the eastern lines to replace the lighter power that was at present being used on the west end.

That big Mikado there, fired up and ready to back on a train, was one more step toward efficiency—reduction in operating expenses—fewer crews needed, fewer clerks, and supervision.

"If the road's economy program is successful," he muttered, "I'll be lucky to hold the extra board in a year. Well, I'm sure working a few days, anyway."

One afternoon, about a week after he had gone to work, the mudhop found Yardmaster Ramsey awaiting him.

"Come in here, Holden," was the blunt greeting. "I'd like to speak to you a minute."

Marty Holden went in.

"Sit down!" the official snapped. "Do you remember what I pointed out as being the most important part of your job?"

Marty studied a moment. "Yes, you said correct seal records."

"Exactly! Why didn't you live up to those instructions?"

"To the best of my knowledge I have," Marty responded frankly.

"Well, it seems to me, your knowledge isn't very damn thorough," Mr. Ramsey went on coldly. "Last night a Reading car came in for a company across the bridge. I have your check of

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the seals which shows a Reading seal on one side of the car and a B&SW seal on the other. When the car was delivered this morning it was found to be sealed on both sides with BS&W seals. I was called about it right away. No doubt there will be a claim for loss, as I understand some of the consignment was missing. What about it?"

"Well," Marty scrutinized the check Mr. Ramsey handed him, "that's my handwriting all right. I must have had a pretty good reason to put down that record. If the car reached its destination with different seals, they must have been changed after I checked them."

"No good," was the official's quick retort. "I've had all the railroad police on the west end hanging around the transfer yard. If you've slipped up on a record, it's liable to cost us plenty. You haven't any alibi, so don't start to get one ready."

"I hadn't thought of such a thing, I don't have to alibi out of anything I do!" Marty was even-tempered, but this unfairness was getting under his hide.

"No, I don't think an alibi is necessary. Holden, I'm giving you one more chance. You can stay, but remember it is squarely up to you from now on."

Marty strode out of the office, out into the air. He wanted to think. Mr. Ramsey's challenge had left him with nothing to stand on. He was undoubtedly in a tough spot, for he felt sure the general yardmaster would get rid of him at the first opportunity. Well, he'd do the best he could.

THINGS moved along smoothly for nearly a month after that. One morning Superintendent Brashear alighted from No. 25 and after a casual inspection around the station he headed for the yard office.

Marty had come down to the baggage room to inquire if any company mail had been received for him, and saw the super get off the train. While he was waiting for the mail to be sorted the callboy hurried over.

"Hey, you! They want you down at the yard office. Right away!"

"What's up now?"

"I dunno. The super's there. I saw him goin' in."

Marty started down the track toward the office. As he passed the oilhouse he saw Pat Walker standing in the door, and turned his steps in that direction.

"I'm on my way," Pat said cheerfully. "The superintendent's in the office waiting for me. It won't be long now."

"Is that so? Mr. Brashear said he was wantin' to have a personal talk with me, too. Maybe I'll be seein' you after while."

Arriving at the yard office, Marty found the superintendent and the general yardmaster in consultation. Mr. Brashear was a heavily built man with penetrating blue eyes. The yardmaster turned to Holden, curtly introduced him, and said:

"We'll be ready in a few minutes. Sit down there."

Presently Superintendent Brashear pulled a file of papers from his pocket and laid them on the desk. "We may as well begin now if you are ready."

Mr. Ramsey shrugged.

"Mr. Holden," the super began, the BS&W Railroad has had considerable trouble with connecting lines due to conflicting seal records. In most cases, some part of the contents of the cars was missing, and ultimately we were compelled to pay claims for these losses. This is clear to you, I presume?"

"Yes, sir."

"I believe Yardmaster Ramsey has pointed out to you the importance of the yard clerk's record of seals as protection against payment of claims that might not belong to us. The case I wish to investigate this morning was brought to my attention two days ago. The consignee has previously dealt with the office here, but the losses have occurred so often that they decided to report the latest one to my office direct. Mr. Ramsey's chief clerk is prepared to take the statement on the typewriter. and if he is ready we will begin."

Marty felt his heart sink. He sensed that Mr. Ramsey was out to get him, but there seemed to be a little consolation in the fact that this affair had reached the superintendent's office direct from the complainant without a suggestion from the general yardmaster.

"I'm ready," said the chief clerk.

"Mr. Holden," the superintendent went on, "you were yard clerk on the transfer job on second-trick on the night of May sixth, were you not?"

"Yes, sir."

"A car, New Haven 170220, arrived in Train 87 on this date about 8:30 p.m. I have here your check of the seals on that car, as follows: one side sealed with seal N. H. J-4353, the other side with seal B&SW D-27326. Will you identify this as your handwriting?"

Marty glanced at the card. "Yes, sir, that is my record."

"When this car was opened at the freight platform the next morning, it was found to be sealed with B&SW seals on both sides. The B&SW seal had been removed and another seal inserted in its place, Number D-827025. How do you account for the discrepancy?"

"I'm sorry, but I haven't any explanation to offer," Marty told him.

"You are positive you made no mistake when you took the record?"

"I'd stake my life on it!"

"Then, in your opinion, the seal must have been changed after you left the car?"

"It must have been."

The superintendent studied a moment before proceeding. "There's just one more question I'd like to ask you before Mr. Ramsey tells us his side. It it true, is it not, that the yardmaster objected to your asserting your seniority on this position?"

"Yes, sir. At first he refused to consider it at all."

"I see." Mr. Bashear turned to the chief clerk. "We'll hold off a few minutes until I talk with Ramsey."

At that moment the door opened and Pat Walker peeped in. "I believe you sent for me?"

"I certainly did," the super said heartily. "There's something I want to see you about."

"Probably this is what you refer to." The Irishman handed him a bulky envelope.

THE super extracted the papers, and Pat pointed to the letter on the top of the file. Mr. Brashear glanced hastily over the contents.

"Oh, yes, I recall the case," he said after a moment. "It's fortunate I've got both you and Ramsey here so we can hash out this thing. You mailed a requisition card to the division accountant for distribution to his accounts, which carried an item of a hundred car seals charged to the yard office for local freight use."

Pat Walker nodded.

"The division police get all orders for seals after the accounting department has finished with them," Mr. Brashear continued, "and they took exception to the charge, claiming that the yard people are not authorized to obtain seals. I wanted to ask you what you knew about it."

"Very little, I'll admit," the storekeeper replied. "I'm not aware of any instructions against issuing seals to the yard forces."

"They're not supposed to get them—for that purpose, at least. I talked with the trainmaster and he says he is supposed to issue all orders for seals for local freight use."

The superintendent turned to Mr. Ramsey. "Did you ever charge out any car seals? Do you keep any on hand around here?"

"No, sir!" Mr. Ramsey said.

Pat Walker was leafing through the file of papers. He came to the requisition card and paused to look at the signature on its face. Then he turned the card over to see who had receipted it. With a smile of satisfaction he completed his investigation and handed the card to the superintendent.

Behind the file of papers he pointed out Mr. Ramsey's signature and that of Carl Holtz who receipted for the seals. Mr. Brashear stepped forward and addressed the general yardmaster.

"You don't recall ever having signed a requisition card to secure seals for the office here, then, Mr. Ramsey?"

The G.Y.M. shook his head.

"No, sir."

"This card I have here, which our police department accepted, is signed by you, receipted for by one of your clerks, Carl Holtz, and covers an order for a hundred car seals, numbered D-827001 to 827100."

The super paused to make his next words more dramatic.

"Ramsey, the seal that was involved in the investigation this morning belongs in this series! We have already arrested Holtz and are holding him for examination."

The little group turned in their chairs as one to gaze with questioning eyes at the general yardmaster.

Mr. Ramsey, plainly ill at ease, faced the superintendent. A look of bewilderment was on his face.

"May I see that card?"

Mr. Brashear passed it over.

"Well, I'll be damned!" said the yardmaster, running a hand through his iron-gray hair. "That's the last straw!"

"What's the last straw?" the super demanded. "If you've got an alibi, it had better be good."

"It is," said Mr. Ramsey grimly. "I didn't sign that requisition, Mr. Brashear. The signature is forged!"

"Forged?" echoed the super. "Are you sure?"

"Yes. I've suspected Holtz for a long time, but I couldn't accuse a fellow without proof. I needed proof. That's why I kept Holtz on the payroll. Before I could get the goods on him, young Holden here came along and exercised his seniority rights."

A broad grin spread over Marty's map. Through the open window came the thunderous clatter of a yard engine coupling onto a string of freight. This was the life, and he loved it. ●

Maine Central Railroad

Locomotive roster compiled by Sy Reich

RR. Class	Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
DS1a	11-12	380	GE	44-ton	B-B	22,225	89,600	1941-2	
DS1a	13-17	180	GE	44-ton	B-B	22,225	89,000	1945-7	
DS4b	301-303	1000	Alco-GE	S2	B-B	58,225	232,900	1949	
DS4d	311-312	1000	Alco-GE	S2	B-B	61,375	245,500	1950	
DS4d	313-317	1000	Alco-GE, Alco	S4	B-B	61,375	245,500	1951, 4	
DS5a	331-333	1200	GM-EMD	SW7	B-B	61,875	247,500	1950	
DS5a	334-335	1200	GM-EMD	SW9	B-B	61,875	247,500	1951, 4	
DRS1b	551-555	1500	Alco-GE	RS-2	B-B	58,242	232,970	1949	1
DRS1d	556-557	1600	Alco-GE	RS-3	B-B	62,000	248,000	1953	
DRS3a	561-565	1500	GM-EMD	GP7	B-B	61,800	247,200	1950	
DRS3a	566-569	1500	GM-EMD	GP7	B-B	61,000	244,000	1953	
DRS3b	571-573	1500	GM-EMD	GP7	B-B	61,950	247,800	1950	
DRS3b	574-580	1500	GM-EMD	GP7	B-B	62,040	248,160	1951-2	
DRS3d	581	1500	GM-EMD	GP7	B-B	61,500	246,600	1950	2
DF3a	671A-672A	1500	GM-EMD	F3A	B-B	61,850	247,400	1947	
DF3a	671B-672B	1500	GM-EMD	F3B	B-B	61,500	246,000	1947	
DF4a	681-686	1500	GM-EMD	F3A	B-B	58,000	232,000	1948	
DP1a	705-708	2000	GM-EMD	E7A	A1A-A1A	53,875	318,756	1946	3
DP1a	709-711	2000	GM-EMD	E7A	A1A-A1A	54,420	322,496	1948	4
DRS1f	801-802	1800	Alco Pr.	RS-11	B-B	61,675	246,700	1956	5
DS2d	951-952	600	Alco	HH 600	B-B	49,325	197,300	1939	
DS3b	953-956	660	Alco-GE	S1	B-B	49,675	198,700	1941, 5, 7	
DS3b	957-960	660	Alco-GE	S1	B-B	49,400	197,600	1949	
DS3b	961-962	660	Alco-GE	S3	B-B	49,075	196,300	1953	

Roster is based on data from the MC's Vice President of Purchases, Stores and Mechanical and is accurate as of Nov. 24, 1964. Locomotive builders: GE, General Electric; Alco-GE, American Locomotive Co.-General Electric; Alco, American Locomotive Co.; GM-EMD, General Motors-Electro Motive Div.; Alco Pr., Alco Products.

(1) No. 552 weighs 248,500 lbs.; tractive effort 62,125 lbs. (2) No. 581 ex-Portland Terminal 1081.
(3) No. 705-708 sold to Kansas City Southern and renumbered 6, 7, 11, 12.
(4) No. 709 sold to KCS. and renumbered 20. Nos. 710-711 scrapped.
(5) No. 802 ex-Portland Terminal 1082. ●

Maine Central loco (GM-EMD, 1930) enters Bartlett, N.H., on her first trip.

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"The Wreck of Old 97": actual photo of Southern Ry. pile-up Sept. 27, 1903, at Danville, Va. Trying to make up time, train 97 was speeding around a curve on the descending Stillhouse Trestle and fell into a ravine. The disaster gave birth to a ballad. This rare picture is one of 125 illustrations in the revised, enlarged edition of Freeman Hubbard's *Railroad Avenue*.

BOOKS OF THE RAILS

CIRCUS TRAIN, by Joan Selby-Lowndes, 240 pages, 5½x8¼", illustrated with line drawings by Geoffrey Lewis, published by Abelard-Schuman, Ltd., 404 Fourth Ave., New York 16, N.Y., $3.

The author describes *Circus Train* as a "true story." It isn't entirely true. She writes about a circus family that at times were on such shows as Ringling Bros. and Barnum & Bailey, Hagenbeck Wallace (she writes "Waller"), John Robinson, and Bertram Mills. Even though the book is slanted at adolescent readers, it should have been—but wasn't—much more than a careless smattering of rail and circus lore. The *big top* and the *high iron* are rich sources of color and drama; Joan Selby-Lowndes "misses the boat" on both counts.

Especially disappointing is her too-brief and fumbling write-up of the world's worst circus-train disaster which involved her characters and therefore should have been gone into more fully. Apparently she made no effort at all to find out what really happened at Ivanhoe, Ind., that tragic night of June 22, 1918; and Mr. Lewis's drawing of the scene is fantastically inaccurate. A vivid, detailed, and reliable account of the same wreck may be found in Freeman Hubbard's book, *Railroad Avenue,* which Frank Donovan reviewed for us last month. One glaring instance of sloppy research is Miss Selby-Lowndes's figure for the Ivanhoe death toll, 84. Actually, it was 68.

Even so, the book has real value for youngsters who know little or nothing about the big top or trains. For them it's an introduction to a new and wonderful world—in fact, two such worlds—and for that reason we recommend it.

MAIN LINE MEXICO, by Harold A. Edmondson, 64 pages, 9x6", paperbacked, artwork by Robert Caflisch, pix by 10 photographers, published by the author, 6021 N. Marmora Ave., Chicago, Ill. 60646, $2.

Unusually good photos, informative text matter, a roster, and two maps make this a memorable history of the National Railways of Mexico, with special emphasis on the Queretaro and Centro divisions. Some of *Railroad Magazine's* top photographers are represented here. The book is especially valuable because it chronicles a steam era that died very recently.

THE PIONEER: *Light Passenger Locomotive of 1851*, by John H. White, 24 pages, 8½x11", paperbacked, illustrated with photos, line drawings, and old prints, available from Superintendent of Documents, U.S. Government Print-

ing Office, Washington, D.C. 20560, for 30 cents (not in stamps) postpaid.

This detailed and fine contribution to railroad lore was written by the associate curator of transportation in the Smithsonian Institution's Museum of History and Technology and is generously illustrated and printed on good paper. It is the story of a famous engine that ran on the old Cumberland Valley Railroad (now part of the Pennsy) but also includes much pictorial and textual background material. *The Pioneer* is the best railbook buy we've seen in years! Commercial publishers would charge at least $1 for it.

HISTORY OF THE GREAT WESTERN RAILWAY: *Vol. 2*, (1863-1921), by E. T. MacDermott, revised by C. R. Clinker, 362 pages, 6x9", illustrated with photos and line drawings, plus appendices and index, published by Ian Allan, London; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $14.

For all readers seriously interested in British railroading, especially those who already own Vol. 1, this monumental work is a *must*. We cannot speak too highly of the scholarly research that went into it, but candor compels us to point out that the author's style is not dramatic or colorful.

RAILROAD ENGINEERS & AIRPLANE PILOTS: *What Do They Do?*, by Carla Greene, pictures in color by Leonard Kessler, 64 pages, 6x8½", hard cover, Harper & Row, 49 E. 33rd St., New York, N.Y., $1.95.

An excellent book for small fry just learning to read. Especially good also for retarded readers. We can't think of a better gift to a future railfan or aviation fan about six years old.

252 HISTORIC PLACES YOU CAN SEE IN CALIFORNIA, by Spencer Crump, 64 pages, illustrated, paperbound, Trans-Anglo Books, P. O. Box 2252-Y, Los Angeles, Calif. 90053, $1.

A delightfully illustrated manual for the traveler who wants to explore a big state by rail or motorcar.

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Frankfort & Cincinnati yard and shops at Frankfort, Ky. In foreground, yard diesel 100 is ready to begin day's work.
Both photos by Warren L. Bain, Waynesboro, Pa.

Frankfort & Cincinnati Railroad's 70-ton No. 102 (General Electric, 1947) is sister to the 100, which is a year older.

SHORTLINES OF KENTUCKY

Locomotive roster compiled by Sy Reich

Cadiz Railroad

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
7	300	GE	45-ton	B-B	27,000	90,000	1954	

Carrollton Railroad

Owns no equipment. Leases locos from Louisville & Nashville

Clinchfield Railroad

200	1500	GM-EMD	FP7A	B-B	60,510	242,730	1952	
350-355	1200	GM-EMD	SW7	B-B	61,067	244,268	1950	
800-805	1500	GM-EMD	F3A	B-B	60,130	240,530	1948-9	1
806-820	1500	GM-EMD	F7A	B-B	60,130	240,530	1951-2	1
850-852	1500	GM-EMD	F3B	B-B	60,180	240,730	1948-9	2
853-863	1500	GM-EMD	F7B	B-B	60,180	240,730	1949-52	
864-868	1750	GM-EMD	F9B	B-B	60,180	240,730	1955	
900-911	1500	GM-EMD	GP7	B-B	60,345	241,379	1950	
912-916	1500	GM-EMD	GP7	B-B	60,345	241,379	1952	
917-918	1750	GM-EMD	GP9	B-B	60,345	241,379	1956	

Frankfort & Cincinnati Railroad

100-102	600	GE	70-ton	B-B	35,000	140,000	1946-7	
2 units	600	GE	70-ton	B-B	35,000	140,000	1948, 7	3

Kentucky & Indiana Terminal Railroad

44-47	1000	Baldwin	VO 1000	B-B	71,245	237,400	1942-3	
48-52	1000	FM	ALT 100.6A	B-B	72,000	240,760	1947-8	
53-54	1000	BW	DS 4-4-1000	B-B	69,000	230,000	1948	
55-59	1000	FM	ALT 100.6A	B-B	62,000	248,000	1949	
60-66	1200	FM	H12-44	B-B	61,775	247,100	1951, 3	

Kentucky & Tennessee Railway

101-103	1000	Alco-GE	S2	B-B	69,000	230,000	1941-4	4

Morehead & North Fork Railroad

One unit	660	Alco-GE	S1	B-B	49,500	198,000	1940-1	5

The M&NF also owns one steam loco; specifications unknown to us.

Paducah & Illinois Railroad

Owns no equipment. CB&Q, IC and L&N use its facilities.

Tennessee Central Railway

50	660	Alco	HH 660	B-B	?	?	1939	6
51	660	Alco-GE	S1	B-B	49,500	198,000	1941	
75-77	1000	BW	DRS 4-4-1000	B-B	60,000	240,000	1948	
251-252	1600	Alco-GE	RS-3	B-B	61,750	246,990	1950	
253-254	1600	Alco-GE	RS-3	B-B	60,230	240,900	1950	
255-258	1600	Alco-GE	RS-3	B-B	61,830	247,320	1952	
259-260	1600	Alco Pr.	RS-3	B-B	61,075	244,300	1956	
301-305	1800	Alco Pr.	RS-11	B-B	60,250	241,000	1962-3	7
801-805	1500	Alco-GE	FA-1	B-B	58,900	235,600	1949	7
801B	1500	Alco-GE	FB-1	B-B	?	?	1949	7

Kentucky Roster Notes

Rosters are based on data from pres. and gen. mgr. of Cadiz RR., v.p. of Carrolton RR., chief mechan. officer of Clinchfield RR., master mechanic of K&IT RR., pres. of K&T RR., supt. of P&I RR., and chief mechan. off. of TC Ry., and are generally accurate as of last quarter, 1964. For our roster purposes, a shortline is defined as a common-carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials or both, with a route mileage of less than 400.

Locomotive builders: GE, General Electric; GM-EMD, General Motors-Electro Motive Div.; FM, Fairbanks Morse; BW-Baldwin-Westinghouse; Alco, American Locomotive Co.; Alco Pr., Alco Products, and Alco-GE, American Locomotive Co.-General Electric. Numbered notes:

(1) Clinchfield 800-805 rebuilt 1952 to F7A. Nos. 805 and 806 rebuilt 1955 to F9A with 1750 horsepower.

(2) Clinchfield 850-852 rebuilt 1952 to F7B.

(3) F&C two units, numbers unknown to us, were originally Barre & Chelsea 15 and 12, then Montpelier & Barre 20 and 21.

(4) K&T 101-103 ex-Denver & Rio Grande Western 110, 118, and 119, bought 3/64.

(5) M&NF one unit, number unknown to us; ex-Elgin, Joliet & Eastern 215, bought 1963.

(6) TC 50 scrapped 1963. (7) 802-805 and 801B scrapped, with some rotating parts turn in on 301-305. ●

Tennessee Central's 801 (Alco-GE, 1949) rated 58,900 pounds tractive effort.

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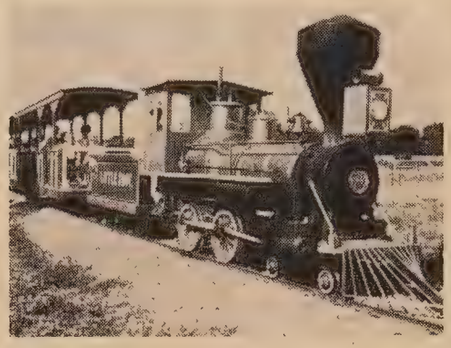

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INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

Passengers on *The Capitol*, deluxe Baltimore & Ohio express see wide-screen cinemascope films en rout between Baltimore-Washington and Chicago. B&O is the first U.S. railroad to show current-release Hollywood movies on its trains.

1 *Was part of the Erie electrified?*

Yes, the branch line running between Rochester and Mt. Morris, N.Y., was electrified in 1906, the year of *Railroad Magazine's* birth. This was done for two reasons: (a) to forestall interurban-line competition and (b) to test the possibilities of electrification with regard to suburban needs. The Erie operated three- and four-car multiple-unit trains, each power car being equipped with four 100-hp. motors. Current at 11,000 volts AC was gathered by pantograph from overhead catenary. This electrification was ended many years ago. We do not know of any available photos of it.

2 *Why didn't some of the Eastern roads go in for high-wheeled articulated engines as the Western carriers did?*

What makes you think they didn't? The Baltimore & Ohio began as early as 1931 with the construction of two 2-6-6-2's, the 7400 and the 7450, both having 70-inch drivers. Four years later, the Seaboard Air Line put into service five 2-6-6-4's with 69-inch drivers, and in 1936 the Norfolk & Western, which kept well out in front in locomotive development, built its first two engines of the same wheel arrangement but with 70-inch drivers.

Later, the Delaware & Hudson received 20 4-6-6-4's, cooperatively designed as high-speed freight-haulers by the road's own motive power department and Alco engineers. These incorporated several novel features of design. The actual weight on the front driving wheels, for example, was 4,500 pounds greater than that carried by the rear drivers. This was done to overcome a slipping tendency on the part of the front engine when climbing mountain grades between Carbondale, Pa., and Mechanicville, N.Y., when water in the boiler surged backward, thus depriving the front engine of some of its adhesion weight.

The cabs of these D&H giants, which were spacious and included a crew locker in addition to swivel seats for the enginemen and head brakeman, were not connected to the rear engine-frames but received their entire support from the fireboxes. By this method of construction, they were not subjected to stresses caused by firebox expansion opposing the rigid bracing of the frames.

The Clinchfield and the Western Maryland also had some 4-6-6-4's, which were covered in previous issues of this magazine.

3 *Why does a diesel locomotive accelerate more rapidly than a steam locomotive in the lower speed brackets and more slowly than a steamer in the higher speed brackets?*

There is a basic difference between the two forms of drive. The diesel-electric, due to its constant-speed power source (namely, the oil engine) starts faster because its constant torque plus higher percent of weight on drivers gives better adhesion.

On the other hand, the steamer has a hp. rating of zero at starting but rises to its maximum output at from 30 to 55 miles per hour.

The hp. increase in the latter case can be explained by the cylinders which, being connected directly to the wheels, cannot at low speed and full gear use all steam that the boiler can produce. However, as the cutoff is shortened and the speed goes up, the cylinders generate more hp., for they are approaching the maximum use of available steam.

For this reason, a diesel-electric of the same rated hp. will accelerate much

faster, up to a speed about 20 mph., beyond which the pickup of the steamer will be more lively—until the capacities of the two machines level at the 25 to 30 mph. mark.

Incidentally, the quick getaway of the oil-electric locomotive has value in switching service, for the kicking out of cars.

4 *What is the Tokaido line that many people talk about?*

It is fast electric-powered service operated by the Japanese National Railways between the nation's two largest cities, Tokyo and Osaka, 320 miles in 4 hours. Next October, the railway announces, this time will be cut to 3 hours. Plans had been made to step up the schedule in April, but some sections of the roadbed are not yet fully settled and there have been a few minor accidents since the line opened last October, so the speed will not be increased until autumn.

The line is operating at close to its passenger capacity, 30 round trips daily, including semi-express runs that take 5 hours each way. Likewise next October, the number of round trips will be raised to 35. Fares, we are told, will be boosted "slightly."

5 *Which railroad has the largest number of tunnels?*

We don't know, but the New Zealand Government Railways averages a tunnel for every 18 miles of track. One stretch has 16 tunnels in 7 miles. The NZ system also claims to have the longest tunnel in the southern hemisphere—the Rimruka tunnel on the Auckland-Wairarapa line, 5 miles and 814 yards long.

6 *Why were some of the Milwaukee Road's steam engines equipped with both air horns and steam whistles?*

Each noise-maker served a different purpose. The air horn was used near heavily populated communities because it was said to be easier on the ears, while the steam whistle blasted in the country, where great carrying power was needed. Actually, some air horns seemed to carry far enough in rural areas also, and a few roads used them exclusively on many of their steamers.

7 *Could you supply the words of a poem titled "Boxcars," by Brian Moore?*

Yes, it is one of our favorite poems.

I can remember
When I was a boy
Lying on a grass-carpeted hillside
In the warm, lush air of early summer
Watching the heavy trains roll by—
Puffing, snorting, wheedling engines
Pulling each a caravan of romance.

I can remember
The magic mystery of name
The sounding sonorous syllabic titles
Boldly flaunted from drab brown cars.
Down the corridor of years
I see them yet.

The Santa Fe, road of Holy Faith,
Redolent with the smell of cordite
From the barking guns of the James Boys;
Hocking Valley, painted in white
On cars, black as the coal they carried;
Northern Pacific, Great Northern, Great Western;
What dreams of Piutes, Shoshones, Cheyennes,
Of General Custer and Wounded Knee Creek
And the Little Big Horn!

Ah, the magic mystical music
Of names unknown
But dimly remembered from other sunny days
Filled with music . . .
Reminiscent of far-off places and
The pull of the Open Road,
Green Fields—greener because far away.

Musical, melodious, romantic names like
Monogahela, Dominion, Atlanitc, and Lackawanna,
Piedmont & Northern, Tidewater & Southern,
Lehigh Valley and the Denver & Rio Grande,
Apalachicola Northern and the Bangor & Aroostook.

Alabama Central, Big Four, Nickel Plate,
Duluth, South Shore & Atlantic,
Chesapeake & Ohio, the Grand Trunk,
The Seaboard Air Line—what a name!
Cairo & Kanawha, the Cimarron & Northwestern,
Abilene & Southern, Boston & Maine,
The Amador Central and the Blue Ridge
And the Dover & South Bound.

There they go—rattling, squealing, noisy,
Coupled together, north to south, east to west,
My train of memories and magic names.
Rattling and rumbling, they steam onward,
Down below me they clattered and grumbled,
Biting with dissonance their message
Into my consciousness,
The message of far-off places.

In later, less unhurried years
I can remember
Lying sleepless in my berth,
Impatiently slipping up the window shade
To stare restless into the flying night.

And, as the train flashes through lighted yards
I see like old friends, like old faces, on the cars:
The cross of the Santa Fe,
The mountain goat of the Great Northern
And the bold white Hocking Valley
Of the black coal cars;

And I can remember a boy on a hillside
Dreaming of far-off places,
Watching, untroubled, the magic caravan below him,
Dreaming through the lush warm days of early summer.

3 *As the wife of a Santa Fe train dispatcher who will retire soon, I want to know (a) at what age I can begin to*

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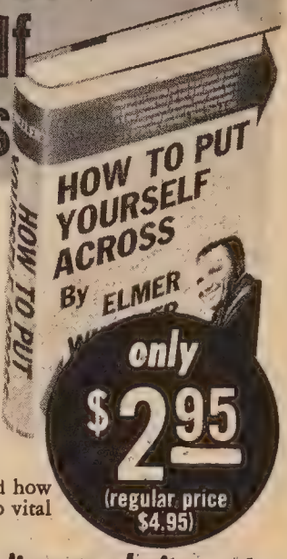

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ABOUT THE AUTHOR

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Ogden, Utah: sign at entrance to a factory. See answer to question 9.
Robt. Chamberlain, Seattle, Wash.

receive an annuity and (b) how much income I would get.

(a) At age 65—or earlier if you are caring for a minor or dependent child of your husband. Otherwise, you can still get, if you like, a reduced annuity that begins as early as age 62. In any event, husband must be at least 65.

(b) Ordinarily, your annuity before any reductions would be equal to one-half your husband's annuity, up to a usual maximum of $69.90 a month.

9 *What is a "fantail" engine?*

Bert Pennypacker answers this one for us. He understand the term to mean a steam locomotive with a tender sloping downward at the rear, usually an 0-4-0, 0-6-0, or 0-8-0 switcher. This tender was developed to permit better visibility for engine-crew men looking back for hand signals while switching cars. Pennsy engines had an especially long slope to their tenders, while the Reading's were very steeply inclined. The Pennsy's famous No. 1, Class H-6sb, used many years around the Altoona Shops, was probably the only Pennsy 2-8-0 that pulled a fantail tender.

10 *Describe the operation of New York's first subway train.*

On October 27, 1904, at 2:35 p.m. it pulled out from City Hall station, southern terminus of the line, rattled along beneath 4th Avenue to Grand Central and then under 42nd Street (on what is now a shuttle line), after which it then followed Broadway to 145th Street, the northern terminus, a distance of nine miles. At the controller (handle was sterling silver) sat the city's mayor, George B. McClellan, whose father had been a Civil War general.

Northbound trip, over express tracks, took 26 minutes. The return run was a local: 46 minutes. That afternoon a total of 15,000 invited guests rode the new subway. Then at 7 p.m. the line was opened to the public. By midnight 15,000 tickets (not tokens) had been sold at 5 cents each.

The New York World stated, possibly with some exaggeration; "Men fought, kicked, and pummeled one another in their mad desire to reach the subway ticket office or to ride on the trains. Women were dragged out, either screaming in hysterics or in a swooning condition. Gray-haired men pleaded for mercy, boys were knocked down and only escaped by a miracle from being dragged underfoot . . . Police reinforcements had to be summoned."

11 *I know that American railroads own many automobiles and trucks, but do they ever lease any?*

Yes, last year they leased 6,800 automobiles and 4,200 trucks.

12 *A brief history, please, of the old Tacoma & Columbia River Railway.*

This line was chartered in 1895 to run from Tacoma, Wash., to The Dalles, Ore., 145 miles. Thirteen miles of track were in operation by April 1, 1898, from Tacoma to Terminus. Part of it had originally belonged to the Tacoma Lake Park & Columbia River Railway, a road incorporated in 1892 and extending 11.5 miles from Tacoma to Lake Park at the time of its purchase by the T&CR in 1896.

The T&CR also absorbed the 14-mile Tacoma & Lake City Railroad & Navigation Co., extending from the northern end of Tacoma to American Lake. Besides trackage, the T&CR owned about 36 acres of terminal on deep water at Steilacoom. The road went into receivership in 1899, at which time it had three steam locomotives, four passenger cars, and two baggage cars, with eight additional coaches contracted for.

13 *I once read a fiction story telling how a train ran away after losing its air pressure. Doesn't the automatic air systems set the brakes even after air pressure has been lost?*

Wilbur F. Golson, 9124 San Lo Drive, Baton Rouge 15, La.

Recently, Frank M. Klock, Jr., asked about an Ingalls-built diesel that became No. 1900 of the Gulf, Mobile & Ohio. Here she is, photographed in the GM&O yards at Mobile, Ala., where she is being used as an extra switcher. She was built in 1946.

Green Bay & Western baggage-mail car 21 was used in a sports-fan special train to the Green Bay Packers football game at Green Bay, Wis., possibly the only Class 1 road that ever advertised a professional football game on its equipment.
Millard W. Martin, 1265 Elizabeth St., Denver, Colo. 80206

It is true that when the air line is broken the triple valve under each car moves in such a way as to allow air from the reservoirs to press against the brake cylinders, thus setting the brakes. That is why, when an engineer wants to slow or stop a train, he *reduces* the pressure in the air line. That is why, too, a train stops immediately when the air hose breaks.

The reservoirs under the cars must soon be replenished. To replenish them, the engineer must recharge his air line and fill them up. Meanwhile, the air brakes are more or less inoperative (though pressure-retaining valves may partly hold the brakes on for a while), and the train rolls on without much hindrance. What might happen on a rare occasion is that the engineer, either by poor judgment or hard luck, finds himself unable to take out time enough to recharge the reservoirs. So the train gets out of control because there is no air left.

Running Extra

"Who gave the name *Johnson Bar* to the reverse lever on the steam locomotive?" writes Hoyt J. Wright, 5733 Holway Court, Oakland, Calif. 94621. "I retired Feb. 28, 1957, after 43½ years of Southern Pacific engine service. None of my friends have been able to answer my question."

We can't either. We queried the Brotherhood of Locomotive Engineers, the B. of L. F. & E., the Association of American Railroads, the managing editor of the *Locomotive Cyclopedia,* and many oldtimers, but thus far nobody has come up with the answer. On several occasions we have printed the query in this magazine—no luck.

An addition to Sy Reich's list of demonstrator locomotives in our February department comes from Walter E. Switz, 135 Marshall St., Elizabeth, N.J., as follows: FM No. 1500, Model ALT-200.2A, was sold to Jersey Central, which gave it the same number.

Information on the wreck of a Reading train between Bryn Athyn and Woodmont on Dec. 5, 1921, is wanted by Richard N. Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111. He thinks we published an account years ago, but we can't place it.

Wanted by T. Cott, Kilcock, County Kildare, Ireland, a copy of Baldwin's *Records of Recent Construction,* 1898-1920's. He'll pay cash or give U.S. or European railroad literature in exchange.

In January '65 we printed a request about the Coal Belt Electric Ry., but we no longer have the inquirer's name. "I need that name and address," writes W. H. Applegate, 4040 Mary St., Omaha, Neb. 68112, "so I can ask him for one of the Coal Belt passes he mentions."

"Which railroads, aside from the Pennsy, have or had horseshoe curves?" asks W. R. Osborne, 1019 S.E. 12th Pl., Deerfield Beech, Fla.

If you know of a used private railroad car looking for a new owner, contact R. L. Gourley, president of R. L. Gourley Co., Inc., Wellesley, Mass. He wants to try such a car for double duty: (a) as his personal office and (b) to take customers and friends on occasional trips.

Mention has been made from time to time of railroad station agents who wore uniforms on duty. We now hear from O. K. McKnight, retired agent-telegrapher, New York Central, Mountain View, N.Y.: "Back in 1911 or 1912, while I was working second trick at Mooers Jct., N.Y., on the Rutland Railroad, not only was the agent required to wear a uniform and peaked cap but I did also. This practice was something new for telegraph operators but not for agents. It was discontinued shortly afterward."

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New-type counter-lounge car has just been put into service on the Louisville & Nashville's *Pan American*, fast train running between Cincinnati and New Orleans. It has space for 22 people, including 12 to be served at the counter.

Exterior and interior views of the Rock Island's new double-deck commuter coaches. First five of them went into Chicago suburban service January 11th. Delivery of 15 others was expected by March 31st. All 20 cars are air-conditioned.
Upper photo by Ed Wojtas, CRI&P

Bill Robie, 16 Percy Ave., Reading, Mass

Dec. 16, 1961: Boston & Maine diesel pulls solid train of steam locos and old passenger cars from Wakefield, Mass., after Pleasure Island folded up, to North Walpole, N.H., for the Monadnock, Steamtown & Northern Railroad.

HOBBY CLUB

Conducted by Sy Reich

"MY INTEREST in hobbies has been growing since 1926," writes Edward H. Beaver, Box 3311, Harrisburg, Pa. 17105. "I began with cigar bands, folded match packets, pencils, U.S. stamps, and wood carving. Then I took up railroading in a big way — not only as a hobby. In Nov., 1940, Dad came home with the news that the Reading was hiring men. I quickly landed a job as brakeman, later passed my flagman's test, and by Jan., 1942, I was a conductor.

Sy Reich

"During World War II I served overseas in Military Railway Service, landing on the Normandy beach-head. After the war I went back to work for the Reading, but in 1950 was assigned to service in Korea. Home again in '52. Two years later, wife and I went into the hobby business. Have since sold more than $80,000 in merchandise such as model trains, railroad periodicals, stamps, coins, and crafts."

We hope Mr. and Mrs. Beaver are selling a lot of current issues of *Railroad Magazine*.

The Steam Parade

"At least as recently as the last week of November," writes Harold A. Edmonson, 6021 N. Marmora Ave., Chicago, Ill. 60646, "the National Railway of Mexico"s fine fleet of 4-8-4's was still hauling freight from Valle de Mexico yards near the capital to Irapuato and Escobedo. However, diesels had taken over many Queretaro Division local freight runs, formerly a domain of Mikes and Mountain types. Only one 4-8-4 (No. 3316), one 4-8-0 (No. 3002), and one ex-NKP 2-8-2 (No. 2213) remained in service at that

Jim Scribbins, 155 N. 79th St., Milwaukee, Wis. 55213

Slightly disappointed because none of the illustrations in Bert Pennypacker's article "The Mighty 2-10-4" (Dec. '64 issue) did not include a shot of his favorite road, Jim Scribbins sent us this photo of the Chicago Great Western's 885, which he photographed in action on August 31, 1947, at Holcomb, Illinois.

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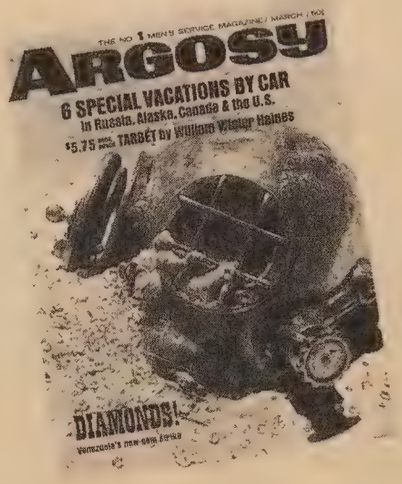

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The steam train operated by Empire State Railway Museum has a 14-mile run on tracks of the Middletown & New Jersey line.
John C. Stellwagen, Goshen, N.Y.

time. I also saw several (2106-45) class KR-2 Mikes (including 2138, 2125, and 2141) active or under repair." (Edmonson's new book, *Mexico Main Line*, is reviewed in our *Books of the Rails*.)

Live Steamers will converge on Los Angeles for national brotherhood meeting May 29, 30, and 31, announces Ed L. Nelson, president of the L. A. group, 2444 Via Acosta, Montebello, Calif.

Of interest to steam fans is *Locomotive Notes*, a monthly service issued at Box 341, Natick, Mass., at $1 a year. The January number consisted of 3 mimeographed pages of rosters, historical items, and current news.

"I was a 100 percent diesel fan," writes Jimmy Schultz, 560 W. 6th Ave., Mesa, Ariz. 85201, "but changed my allegiance after reading Ron Ziel's book, *Twilight of Steam Locomotives*, a Christmas gift. I was saddened to see pictures of so many fine locomotives being cut up." (See page 38.)

For the benefit of steam fans, an organization known as Cal Photo Sales, Box 759, Whittier, Calif. 90608, announces a sharp cut in prices of its 35mm steam color slides. Info. and sample, 20¢.

Setouts and Pickups

Our March book review of *The Wabash in Iowa*, by Frank P. Donovan, which appears in *The Palimpsest* of the State Historical Society of Iowa, failed to mention that the Society's address is Iowa City, Iowa. The 32-page paper-backed book, well illustrated, may be bought from the Society for 35 cents, which is almost a give-away.

Public exhibition of Newark Model RR. Club will be held April 23, 25, and 30 and May, 2, 7, and 9, Fridays 7:30 p.m. to 10 p.m., Sundays 2:30 to 6 p.m. at 325 16th Ave., Newark, N. J.

Regarding our Maryland shortline roster (Nov. '64), we learn from Tom Lawson, Jr., Stadium Hall, Box 4271, Knoxville, Tenn. 37916, that Canton Railroad No. 20 has been sold to Republic Steel Corp., and renumbered 902, and is now working at Gadsden, Ala.

Over the years the IC has received many requests from folks who ride its trains for souvenirs for themselves or to give to railfans. The road now offers such items. Rubber-coated black nylon travel bag, 6x9x14½", on which is pictured a diesel-powered train, $2.29 each, plus 23¢ tax. Also tie clip showing the *Panama Limited* in raised detail on plain bar, gold-plated $3, gold-plated $6. Contact C. J. Bueschel, Gen. Supt Dining Service, Illinois Central Railroad, 135 E. 11th Place, Chicago, Ill. 60605.

"Your readers might be interested in the fact that we have available an up-to-date roster of the Soo Line Locomotives," writes Miss Gloria J. Gwinner, Public Relations Department, Soo Line Railroad, Soo Line Bldg., Minneapolis, Minn. 55440. "I'd be happy to send a copy to anyone who will send me a long self-addressed stamped envelope."

Several fans have asked about the route that the Union Pacific's Big Boy 4012 took through New England to get to Nelson Blount's museum at Bellows Falls, Vt. Speculation about this routing was great because of the weight and dimensions of the country's largest steam locomotive. Dick Miller tells us that UP 4012 was turned over to the Boston & Maine at Mechanicville, N. Y. From there she went in B&M train PB-2 to South Ashburnham via the Mechanicville-Boston mainline. From South Ashburnham she traveled to Winchendon, Mass., in local F-7, and from Winchendon to Keene, N. H., in local X-4. After a brief period of display at Keene, she continued in local X-4 to Bellows Falls.

Ivan Ergish reports that the Nezperce Railroad listed recently in our Idaho Shortlines rosters, owns two Plymouth model ML-8 35-ton switchers, Nos. 11 and 12. No. 12 is Ex-Detroit Harton Terminal Co.

Steve Timko, Jr., gives additional info. for our Georgia Shortlines rosters: The Georgia Northern owns a St. Louis-FM railcar, No. 2, with 600-hp. engine, built in 1939 and bought from the

Southern in 1954. The Georgia Ashburn, Sylvania & Camille owns a GE 70-tonner, No. 71, with 600-hp, built in 1946, bought from the Georgia Northern in 1948. The Albany & Northern owns a GE 70-tonner, No. 70, with 600-hp, built in 1946.

Justice Edmund Davies "threw the book" at 12 men recently found guilty by a jury of taking part in the looting of a mail train of about $7 million in August, 1963. Sentencing them to prison terms ranging up to 30 years, he said, "It would be an affront if you were to be at liberty in the near future to enjoy these ill-gotten gains." Most of the loot is still missing.

French National Railways are experimenting in automatic control of suburban trains, using an electric motor equipped with an automatic speed-checking device. The motorman selects a given speed and the equipment does the rest. Speed is maintained regardless of up and down grades.

Minnesota Railfans

"Please print more information about this state's 3 railfan groups," urges John H. Goodman, 3304 37th Ave. S., Minneapolis, Minn. 55406. "These are The Minnesota Railfans Association, Inc., The Minnesota Transportation Museum, and The 48 Company.

This last-named group I shall deal with first. It consists of ten men organized to buy and run a business car and an associated Pullman car on various trips. We used Soo Line business car 48 on several journeys in the Midwest before undertaking to buy it. Then we became interested also in the Pullman Soo Line 1257. With this equipment we plan some novel trips for the railfan and general traveler alike.

"The MTM, with about 75 members, each paying $1 a month dues, is dedicated to the establishment of an operating rr. museum in the Twin Cities and is incorporated as a non-profit body. We bought Twin City Lines streetcar 1300, the only ex-TCL equipment in the area now operating, and we run it now and then on Minnesota Transfer Ry. trackage, carrying many passengers. Our power is a motor-generator connected behind the car on a pull-truck. Until we get our own site and can string wire, this will probably continue to be our power. We also have an oldtime 'Irish Mail,' a 3-wheel, hand-powered inspection car, and a Soo Line 0-6-0 steam locomotive, No. 353.

"Our third hobby group, the MRA, is an independent body which charters and runs fantrips, including an annual CB&Q steam excursion down-river and a Duluth & North Eastern trip, and issues a monthly mimeographed bulletin entitled *Cinders and Sparks,* edited by William Cordes, 246 E. Bernard, West St. Paul, Minn. 55118."

14-Mile Steam Run

In the foothills of the Catskills, 65 miles northwest of New York City, is a 14-mile railroad where diesel locomotives are banned Saturdays and Sundays. It is then that a shiny Baldwin coal-burner belonging to the Empire State Railway Museum chuffs up and down the weedy track pulling old open-ended coaches crowded with children and adults.

The little red diesel engine, busy during the weekdays hauling feed and fertilizer to Orange County farmers, is relegated to the far part of the Middletown, roundhouse, forgotten and unloved by the thousands who come from all over the country to watch one of the last steam engines in the East perform its week-end duties.

Volunteer crews under professional railroad supervision are composed of salesmen, editors, stockbrokers, doctors, students, etc. A typical week-end finds men of all ages helping to restore the equipment. Others don cap and jacket to collect tickets and point out interesting scenery along the farm-dotted way.

The Middletown & New Jersey, over which the Museum train operates on week-ends and holidays from June through September, was once part of a direct connection from Middletown to Jersey City, and express trains handling milk cars highballed several times a day through the rolling countryside. Following a parent-railroad bankruptcy 50 years ago, the branch was taken over for a while by farmers. Present management takes the progressive view of providing frequent freight service and developing new sources of traffic, of which the week-end steam train is an example. Another innovation is special trains, which can be chartered by schools, camps, hotels, and other groups for an afternoon of riding the rails *a la* 1890.

The steam train starts from M&NJ depot, 140 E. Main St. in Middletown at 12 noon, 2 p.m. and 4 p.m. and, when business warrants, at 5:30 p.m. also. With the open-end coaches rolling and dipping along behind, old Baldwin No. 103 makes short work of the many hills and curves which line the way. Bell-ringing and whistle-exultant, the old steamer seems delighted with the crowds of picnic and camera-toting visitors who sometimes drive as much as 100 miles just for a glimpse of this relic of a by-gone era. Ticket information can be obtained from the Empire State Railway Museum, Inc., at either Box 459, Wall St. Station, New York 5, N. Y., or Box 536, Middletown, N. Y. The foregoing information comes to us from Edgar T. Mead, Jr.

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Narrow-Gauge in the Big Woods

The Camino, Cable & Northern is more of an historical venture than a "tourist" railroad, according to David B. Ogle, director of public relations, 2905 Camino Real, Palo Alto, Calif. "Our intent in building the line," he writes, "is to preserve old equipment in an operating museum, the California State Narrow Gauge Railroad Museum. Our president, Harold Wilmunder, has been collecting equipment for years. You may recall his Antelope & Western Railroad, formerly located at Roseville, Calif., in his 'back yard,' a ranch adjacent to the Southern Pacific Yard."

The CC&N is being built at Camino, near Placerville, Calif., on U.S. Route 50, in the Sierra Nevada foothills. There are 10 miles of restorable right-of-way, once used by a logging railroad and later abandoned. Also tall pines, the scenic American River Canyon, and thehelpful management of the Michigan-California Lumber Co.

By last September Hal and his volunteer workers had laid 1.2 miles of track with 60-lb. rail, restored a water tank, built a small yard and an open-air passenger coach, set up a small ticket office, and started a 2-stall enginehouse. The engine is a Porter 2-6-0, built in 1911 and formerly used by a fruit company in Guatemala. Dave Ogle wants to hear from readers interested in forming an association of little roads such as the CC&N.

Round trip on this line cost $1 for adults, 75 cents for teen-age students, 50 cents for children 5 to 12, and 25 cents for youngsters under five.

All photos on these two pages by Garry Garland, Fair Oaks, Calif.

This steam train leaves Camino every 40 minutes from 11 a.m. to 5 p.m. on Saturdays and Sundays, weather permitting.

the Switch List

THESE items are printed free and in good faith, without guarantee. Keep within 28 words, including your name and address. Use abbreviation such as *tts.* (timetables); *emp tts.* (employees timetables), and *SSE* (send 5¢ stamped envelope for list or details).

Write each item plainly or pen-print or typewrite it on a postcard or separate sheet of paper—not buried in a letter about other matters. If you want pen pals, state your special interests so that they will know what to write about. Too many readers forget to do this.

A tight printing schedule compels us to close the *Switch List* long before publication. As this magazine hits the newsstands our May department is closed. Entries for June issue (out approximately May 10th) should reach us by February 15th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017.

Leaky throttle sent this SP engine into Auburn turntable pit on Aug. 3, 1939, writes C. A. Cunningham, retired engineer, 1114 21st St., S.E., Auburn, Wash.

V. B. ADAM, 524 E. Hickory, Watseka, Ill. 60970, sells Off. Guides, back issues of Railroad Magazine, Trains, passes, telegraph key, IC loco pix, rulebks., etc. (SSE).

BERNARD ALBERT, 3535 Rochambeau Ave., Bronx, N.Y. 10467, trades ferry pix.

C. T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells, trades 4x5 and p.c. size pix LV, RDG, D&H, CNJ, DL&W, L&NE, Pa. shortlines.

LAD AREND, 13 High St., Franklin, O. wants pix LE&W, FWC&L, Northern Ohio.

H. E. BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, wants pix CSS&SB 8, 12, 14, 21, 23, 26, 33-34, 36, 39, 204, 207-208, 210-211, 353-354, 901-902, also frt. cars and busses.

CHAS. BOHI, 2038 Cornell Rd., Cleveland, O., will buy 3x3 or 3x5 pix of CNW, RI, and Milw. depots in Iowa, Minn., Neb., or S.D.

BILL BURTON, 710 Reed St., Sedro-Woolley, Wash., sells back issues of Railroad Magazine, Ry. Age. Wants Virginia & Truckee veterans as pen pals.

R. C. CAESAR, 116 Grandview Court, Iowa City, Iowa, sells Midwest rr. pix on approval.

WM. CAPACH, Box 44, Fish's Eddy, N.Y., will sell 2 1873 tts. for best offer: LS&MS, 64 pages, and Mich. Cent., 84 pages.

GARY CARLSON, 818 Pine St., Forestville, Conn. 06011, wants "A Century of Service to the State of Maine 1862-1962," also MEC mags.

JACK CASSON (age 26), 3862 President Drive, Cincinnati, Ohio, wants pen pals.

ED CLARK, 803 E. Jackson, Mexico, Missouri 65265, buys rr. lanterns, conductor's uniforms, caps and telegrapher's message phone.

JULIAN COHEN (age 20), 230 Juanita Way, San Francisco, Calif. 94127, wants pen pals.

DAVE CONOVER, 1639 Sheridan St., Oshkosh, Wis. 54901, buys negs and large pix of steam at Sea Girt, N.J., station.

RAY DESCHENES, 903 Mohawk Rd. E., Ste. 305, Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix of CN, CP. List 10¢. Buys steam negs. of CN, CP, TH&B.

GAY DUCKERT, 2424 W. Garfield St., Milwaukee, Wis. 53205, wants b&w negs. and 35mm color slides of pass. equip.

GILBERT EVERSULL, 248 Willard Ave., Cincinnati, O. 45209, wants pix of Climaxs of Meadow River Lumber Co. and Heisler of Middle Fork RR.

BOB FITZGERALD, 603 Woodland Dr., Havertown, Pa., wants MP condr's cap, badge, pix of condrs. in uniform, any rr.

ED FULCOMER, Rt. 2, 1706 Hillside Dr., Ft. Collins, Colo., buys or trades for negs. and slides of CB&Q, D&RGW, C&S, FW&D, UP, GW diesels.

MIKE GILLESPIE, Box 143, Georgetown, Ky. 40324, will sell group of 1868 slides, 38 rulebks.

BOB GORDON, 334 Kennerly Rd., Springfield, Pa., sells pix, tts., PSTC, PTC, P&W.

WINIFRED GRANDY, Warner, N.H. 03278, wants to know if anyone collects dated spikes used on rr. ties.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., buys/or trades defunct rr. stock and bond certificates. Wants Moody or Poor's Manuals.

DICK HARRELL, 645 Way St., Barberton, O., wants back issues Modern Railroads, Ry. Age, Ry. Locos. & Cars.

FRANK HAYES, Box 309, Louisiana College, Pineville, La. 71360, will sell copy No. 127 of Beebe's book, "Great Railroad Photographs USA."

DON HOFSOMMER, 203 W. Jefferson, Fairfield, Iowa, buys pix, tts., hardware of M&SL, Iowa Central, predecessor lines.

JIM HOUFF, Box 409, Boulder, Colo. 80302, sells or trades calendars, tts., emp. tts., etc. Wants any GN railroadiana.

C. E. HULL, 203 E. 16th St., North Little Rock, Ark., will sell complete D&RGW n.g. roster, trolley transfers, tkts. (SSE).

A. R. IBARGUEN, West Farmington, Maine, wants pix of CN 4-8-4 6106, PRR 2-4-0 1731, SOU 4-6-2 1396, back issues of Railroad Magazine.

GARY JACOBS, 7404 Pine Ave., Niagara Falls, N.Y. 14304, buys, sells, or trades railroadiana, esp. rulebks., switch keys, emp. tts. List 10¢.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, buys, sells old issues Railroad Magazine, Trains, model mags. (SSE).

S. R. KANTROWITZ, 734 Ocean Ave., Brooklyn, N.Y. 11226, wants pen pals interested in U.S. or foreign elecs.

L. J. KAST, 16 W. Laurel St., Willard, O., will buy Hungerford's book, "The Story of the B&O 1827-1927."

Miss JEAN KENNEL (age 14), 2601 Avenue D, Fort Madison, Iowa, wants pen pals.

B. W. KOOB, Box 279, Ft. Dodge, Ia. 50502, sells old issues of Railroad Magazine, Trains, model mags., '46 to date, also negs., pix, tts., films, rr. books, etc.

Rev. A. KOVACS, 500 S. Franklin, Wilkes-Barre, Pa., sells dupl. color slides of Chestnut Ridge '23 Mack railbus, also steam negs.

L. R. KRAHE, 6225 Rockhurst Rd., Bethesda, Md. 20034, wants CERA Bulls. 96-97, 100-103.

JOE LEGER, 1732 Washington St., San Francisco, Calif. 94109, sells, buys railroadiana. (SSE).

JAY LENTZNER, Rte. 1, E. Troy, Wis., will buy or borrow info. on Madison, Wis., trolleys and pix of last run CNS&M.

STEVE LOW, 4844 Grosvenor, Montreal, Que., Canada, trades pix of SOO, CN, CPD&H, B&LE, UP. Wants info. on M&SC.

Miss CATHY MANRING (age 16), 1363 Church St., North Salem, Ore., interested in pen pals.

HERB MASON, 1402 Wende Rd., Victoria, B.C., Canada, wants any size pix or negs. CP D10's 1016, 1037, 1042, 1070, 1076.

STAN McCARTHY, 425 Boonville, Springfield, Missouri, sells books: "Denver, South Park & Pacific Pictorial Supplement," "Rails Around Gold Hill," etc. What do you want? (SSE).

Miss POLLY McCLURG (age 17), Rte. 1, Box 259, Morehead, Ky., desires pen pals.

ED McGRATH, Box 376, Mahanoy City, Pa., 17948, sells annual reports, employee mags., manuals of LV, RDG, PRR, etc. Wants rulebks., switch keys.

L. D. MOORE, Jr., 121 Flagg Rd., Chesapeake, Va., sells tts., pix, negs., steam, elec., old issues of Railroad Magazine, etc. List 25¢.

W. R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla., buys B&O "Summary of Equipment" booklets prior to '40, also steam loco diagrams, action pix.

W. O. OWENS, Fruithouse, Ala., wants pen pals interested in steam or diesel.

DICK PALMER, 300 Burt St., Syracuse, N.Y., seeks data on N.Y. State logging rrs., bldrs' Nos. of '63 FM locos for CHP. Trades pre-'40 NYC emp. tts.

JOE PARKER, Rte. 1, Box 106G, Aiken, S.C. 29801, sells all size rr. negs. on approval, also steam and diesel pix. List 15¢.

MIKEL PETERSON, 138 N. 14th, Lincoln, Neb., wants pen pal to correspond on subject of Government and railroads.

H. L. PORTER, 1239 Blaisdell St., Rockford, Ill. 61103, trades pocketsize calendars, transportation tokens.

R. E. RATHKE, 56 Woessner Ave., Pittsburgh, Pa. 15212, wants B&O tts., emp. tts., B&O Magazine, B&O railroadiana. Trades lists.

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, will sell Railroad Magazine '37-'53. Trades SP oil lanterns for others.

FRANK REILLY, 306 Front St., Dunellen, N.J., sells 35mm slides, tkts., European steam, diesel, elec., trolleys, German emp. tts., or trades for CNJ railroadiana. (SSE).

FRANK SAGER, Main St., York Springs, Pa., sells orig. PRR elec. loco number plates. List free.

A. SCHWEITZER, 235 Fifth St. Saddle Brook, N.J., will buy or trade NYS&W info. history, pix, emp. tts., track plans, etc.

R. R. SHORE, Box 11147, Oakland, Calif. 94611, sells tts., list 10¢. Buys CP tts., emp. tts. prior to '45, Trains Vol. 1-6 bound.

TED STAMM III, 70 Hillside Ave., Freeport, N.Y., will sell trolley pix or trade for wallet-size Brooklyn PCC color pix.

LES STEPHENSON, Jr., 916 Main St., Melrose, Mass. 02176, sells B&M emp. tts., mint cond.

LES TUTTLE, Box 191, Rural Hall, N.C., seeks back issues of Modern Railroads, steam pix of SAL, ACL, B&O. Trades or sells p.c. and size 116 steam pix N&W, VGN.

MILE VAIUSO, Jr., P.O. Box 619, Schenectady, N.Y. 12301, will trade negs., size 616, B&M, NYC, D&H, E-L (for what, Mike?). Has bunch of D&H No. 48 emp. tts. to swap for those of other rds. Wants neg. of SP diesel 5298.

JOHN WAITE, Box 203, Barberton, O. 44203, wants pen pals interested in steam locos, esp. PRR.

CARL WALLENMEYER, 1713 Pollack, Evansville, Ind., wants C&EI 12/62 roster, IC 4/64 roster, NYC 6/62 roster, or SOU 10/62 roster, typed or mineographed from Railroad Magazine.

CARLETON WEBER, Jr., 1801 Cady Dr., Silver Spring, Md. 20902, will trade B&O number plate 327 (ex-4527) for any WM plate. Buys railroadiana.

OTTO WEISS, 32-52 34 St., Long Island City, N.Y. 11106, sells pix LV, DS&S coal n.g. mine locos, compressed-air locos, trolleys, elec. trains. (SSE).

Miss SHARON WHITE (age not given), Rte. 2, Box 950, Escalon, Calif. wants pen pals.

JOHN WINTERS, 490 Wood St., Harrisburg, Pa., will sell 155 issues Railroad Magazine 2/42 to 6/64, good cond., some with no covers.

TED WURM, 122 Monte Vista Ave., Oakland, Calif. 94611, wants pix Youngstown & Ohio 2-8-2 No. 1.

BRUCE YOUNG, 3661 Rawnsdale Rd., Cleveland, O. 44122, wants any size trolley negs., any system.

GENE ZANK, 1717 Hickory, Alma, Mich. 48801, sells emp. tts., tts., Off. Guides, pix, train orders, other railroadiana. (SSE).

HOWARD AMELING, 807 Court St., Fremont, O., has many diff. shots, incl. air photos, of B&O-E-L train wreck Jan. 11, 65, at Sterling, O.; will print photos, any size. SSE and 10¢ for sample.

ERVIN BORDEN, 166 Hillman St., New Bedford, Mass., wants motorman and condr. badges of New Bedford Union St. Ry.

R. M. CONDON, 610 2nd Ave. S., St. Petersburg, Fla., buys and swaps railroad pencils.

L. P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, wants Conestoga Traction Co. pix to use in book he's writing, incl. pix from collection of late John Gibb Smith. Who now owns those Smith pix?

FRANK DeLARM, 359 Glen Oak Rd., Venice, Fla. 33595 sells New Eng. rr. stocks, bonds. Sample bond and list, 25¢.

V. G. DELLA TORRE, 22 Dante Pl., Waldwick, N.J., wants mint rr.-picture stamps, U.S. or foreign.

JACK EMERICK (asst. trainmaster, CNJ and NY&LB), 84 Parkview Terr., Lincroft, N.J., wants steam negs., pix on CNJ's Southern Div., also CNJ Blue Comet, DL&W steam. Sells rulebks; steam, diesel, elec. pix. (SSE).

Miss SUSAN HAWORTH (age 15), Box 34, Hawthorne, Wis., wants pen pals.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, trades or sells on approval orig. 35mm Kodachrome slides of diesels, cabooses, interesting cars, all from his area.

JERRY HOETZEL, 1013 Gordon St., Midland, Mich. 48640, wants Mich. Central railroadiana: tts., emp. tts., hand lanterns, pix, etc.

BILL HORNBROOK, 635 Maple Ave., New Martinsville, W. Va., wants 8mm movies of B&O 2-8-8-4's, also sound recordings.

Miss DONNA JORDAN (age 15), Rte. 2, Deshler, Ohio, is interested in pen pals.

JOHN KRAVE, 429 Ford Bldg., Detroit, Mich. 48226, will buy Trains bound Vols. 10, 16; also Beebe's "Age of Steam." State price, cond.

Miss JANELL McCLURG (age 20), Rte. 1, Box 250, Morehead, Ky., wants to hear from pen pals.

GEO. MILLER, 4493 White St., Fresno, Calif., seeks pix of SP Daylight cab-in-front articulateds or Coast Daylight.

L. D. MOORE, Jr., 121 Flagg Rd., Deep Creek, Chesapeake, Va., sells steam and elec. pix, negs., railbooks, tts., other railroadiana. Large list, 20¢ in stamps.

GENEVIEVE PATRICK (age 37), Rte. 2, Leslie, Mich., is interested in pen pals.

JACK PIPPIN, 202 E. Fairview Ave., Johnson City, Tenn. 37601, sells Sou. Ry. train orders, clearance cards, motorcar lineups, messages. (SSE).

WALT REDMAN, 17667 Pierson, Detroit, Mich. 48219, sells old issues of Railroad Magazine, Trains, rr. books. 80-yr.-old Off. Guides, photos of steam locos dating back to Civil War.

Pfc. ROBT. HUBBARD (age 14, no kin to Railroad Magazine editor), c/o Missouri Military Academy, Mexico, Mo., wants female pen pals.

MARTIN ROSS, Box 2, Oakland Gardens Station, Flushing, N.Y. 11364, will sell one copy March '60 Off. Guide, good cond., for top offer.

JIM SEACREST, 2750 Woodcrest, Lincoln, Neb., buys any size negs. of CB&Q, FW&D and C&S diesels and older steam. Needs diesels FT 103, 9121, 9138, 9146, 9360, 9365, 9375; FW&D 1st 601.

FRANK SEIFFERT, Jr., Box 21, Orange, N.J., sells Eastern steam, elec. pix. Either list and sample, 25¢. Both lists, sample of each, 40¢. Also sells old issues Railroad Magazine, Trains, Ry. Progress, etc., from 1930's, all mint cond. (SSE).

Miss DIANE STAPLES (age 19), 7670 Knollwood Drive, Minneapolis, Minn., wants pen pals.

Model Trading Post

TED GAY, 6 Northview Dr., Morris Plains, N.J., will sell at modest price 00-gage locos, cars, good running cond. or exc. display trains. (SSE).

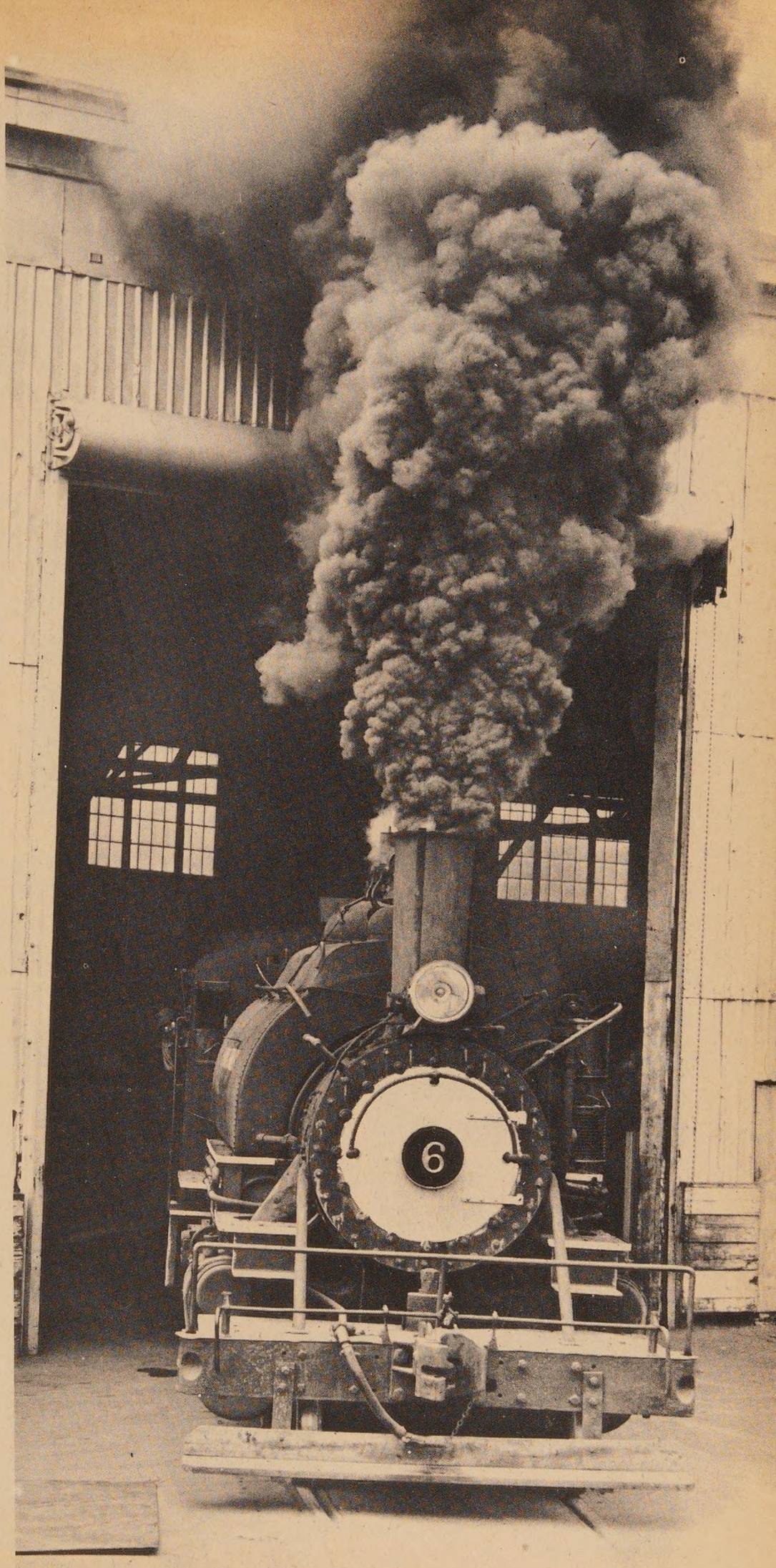
BASIL KOOB, Box 279, Ft. Dodge, Iowa 50502, will sell O gage tracks, cars, etc.

AL MILLER, 822 Iron St., Johnstown, Pa. 15906, sells or trades Lionel O and 027 gage locos, cars, accessories.

L. D. MOORE, Jr., 121 Flagg Rd., Deep Creek, Chesapeake, Va. will sell or swap old Lionel, AF, Dorfan, Bing, Marx trains. List, 10¢ in stamps.

R. C. WARDENBURG, 239 E. Montana, Rapid City, S.D., sells std.-gage Lionel sets, track, signals, perf.

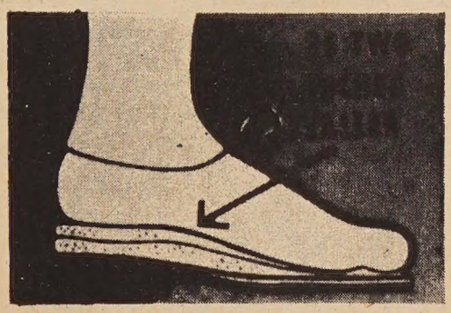
GENE ZANK, 1717 Hickory, Alma, Mich. 48801, will sell HO gage layout. (SSE).



This Howard Terminal loco at West Oakland, Calif., was Sierra No. 6.
Robt. Field, 107 Stanyan St., San Francisco, Calif.

men's mart

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.



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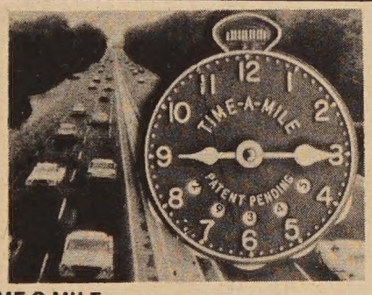

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SMILE! Now dingy teeth can be radiant white with Wyten, a "Dental Cosmetic" that covers stains, blemishes and even gold fillings. Safe and harmless for natural as well as false teeth. Just brush on! $1.98 for 3-4 months supply. Nu-Find, Dept. AMG, Box 205 Church St. Sta., N.Y. 8.

AMERICA THE BEAUTIFUL! Scarce miniature sheet, plus 25 other valuable U.S. postage stamps picturing famous American wonders; Grand Canyon, Devil's Tower, Niagara Falls, Shiprock Mesa, many others. Big 1965 U.S. Catalog. All for 25¢. H. E. Harris, Dept. AMG, Boston 17, Mass.

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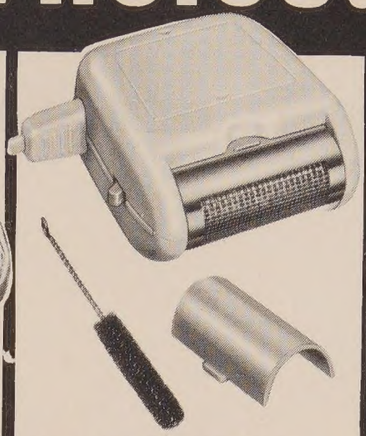

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